THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

Vol. LXI, No. 9 New York, May 31, 1919 Whole Number 1519

TOPICS - OF - THE - DAY

"HOPPING" THE ATLANTIC

A CENTURY AFTER THE PIONEER transatlantic steamship voyage and twelve months after the establishment of aerial mail service in America, the first aircraft to cross from the New World to the Old reached the Azores on May 17, piloted by Lieutenant-Commander Read, an American flier aged thirty-two years. A few hours later, a second seaplane arrived under Commander Towers. Still another—for the Navy had staked three planes on its venture—got within ten miles of the islands. Except that the "blimp" broke loose and was blown to sea with nobody aboard, an American dirigible might have shared the honors, which, brilliant in themselves, gain additional glamour through contrast with the calamity attending young Hawker's effort to cross the Atlantic in a straightaway flight from Newfoundland to the Irish coast.

HARRY G. HAWKER,

The Australian aviator, who, with Commander Mackenzie Grieve, of the British Navy, attempted a direct flight from Newfoundland to Ireland. They took the air in their slender one-engined Sopwith biplane on May 18, two days after the departure of the American fliers, and were never heard of again.

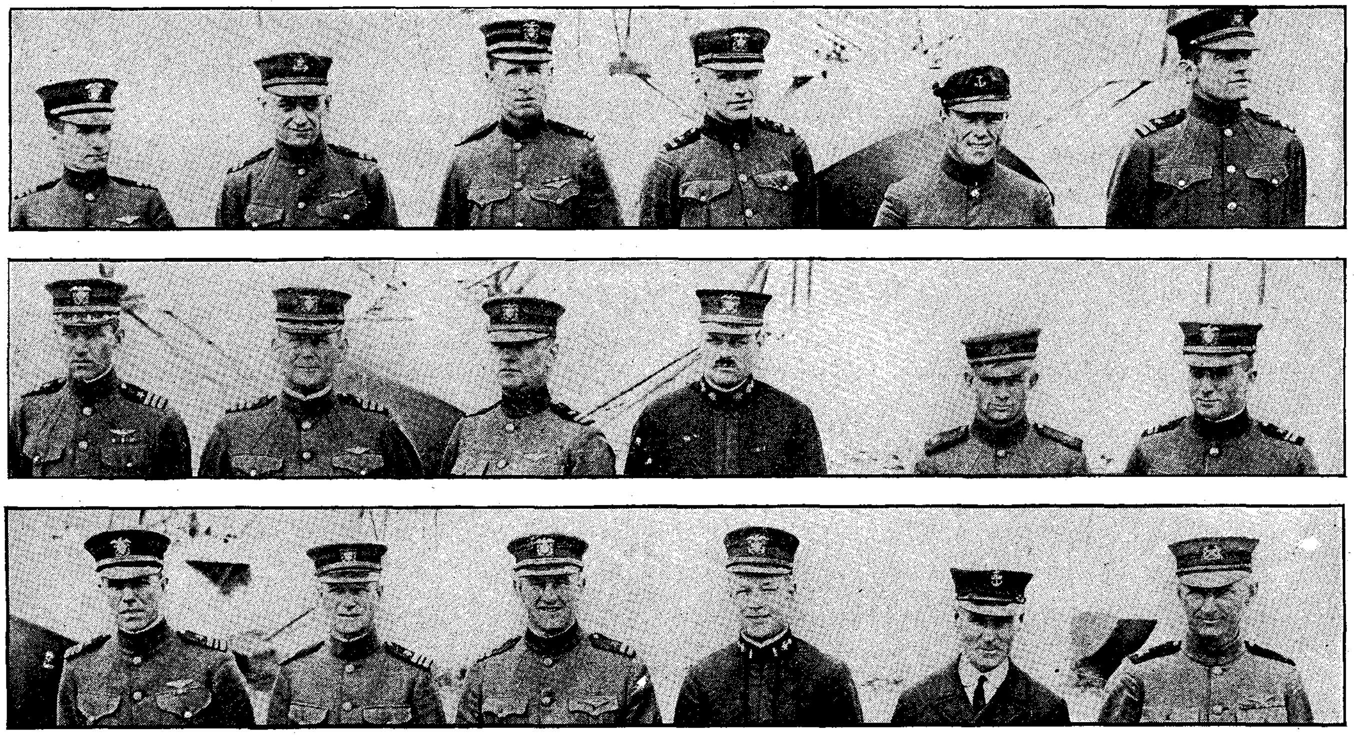
In New York, a salvo of steam-whistles greeted the news that the *NC-4* had reached the Azores. In Atlantic City, where the Pan-American Aeronautical Congress was being held, delegates went wild with delight. As a dispatch to the New York *Times* relates, "representatives of seven countries were seated with American authorities at a luncheon in honor of Gen. Amelio Guglielmotti, the Italian Military Attaché, at the Traymore Hotel, when President Alan R. Hawley, of the Aero Club of America, read the message announcing the arrival of the *NC-4*. The guests arose as a unit in tribute to the daring crew which accomplished the task, and burst out in enthusiastic cheers for Commander Read and his associates." In a glowing tribute to the "airgonauts," the Brooklyn *Citizen* declares:

> "The inventive genius of Americans has given many time-saving devices to the world, but nothing heretofore accomplished equals in its grip on the imagination the successful flight over the ocean. All the fabulous stories of Greek mythology appear commonplace beside it. And this grandiose conception of a man conquering the air and subduing it to his requirements originated in the brain of two American country boys with the native American knack of being handy with tools. Subsequently more scientifically educated minds improved upon their original conception, but none the less history will accord to them the honor of being the first to demonstrate the practicability of the flying-machine. And the country which has the honor of having given birth to the Wrights is also the first to demonstrate the practicability of transatlantic flight.
>
> "Every American heart must thrill with patriotic pride in contemplating these great achievements of native-born Americans.
>
> "In this moment of national exultation let us not forget that the great achievement was possible only by reason of the efficiency of the aerial branch of our Navy, the inventive genius of Rear-Admiral Taylor, who designed the planes, the pluck and daring of the commanders and crews of the seaplanes, and last, but not least, the proverbial American luck."

Such comment abounds the country over, and yet it is hard to say which have been busier, the editorial writers or the reporters. Everywhere newspaper men have been interviewing authorities on aviation and inviting them to discuss not only the romantic side of the achievement, but also and more particularly its broader meaning. Evan J. David, aeronautical expert and business manager of *Flying*, said to a representative of the New York *Tribune:*

> "From the standpoint of record-making it might be more satisfactory if all the *NC* planes had arrived without any mishap, as Lieutenant-Commander Read's did. But from the standpoint of knowledge gained for the benefit of transatlantic flying in general there is no question that the variety of experience is far more interesting, far more informing.
>
> "The great danger heretofore has been in the fact that we knew nothing about the air currents existing above the ocean, their nature or direction. No aircraft had ever been as far as two hundred miles out to sea. All the rest was pathless, unknown space. To take the plunge into that tricky mystery required rare courage and daring. Once the plunge had been taken, however, as it now has, we have data to go on."

Mr. Hawley, president of the Aero Club of America, tells the New York *Times* that the transoceanic flight "has demonstrated the value of the Navy Liberty motor and has vindicated that highly valuable piece of mechanism, despite the early criticisms which were directed against it"; and Henry Woodhouse, vice-president of the Aerial League of America, remarks that "the crews of the transatlantic fliers are the pathfinders of a new age. Inventions, particularly inventions that have increased the



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THE FIRST TO FLY FROM THE NEW WORLD TO THE OLD.

These United States Naval fliers reached the Azores, which, as the London *Daily Express* points out, "are Europe's outpost." At the top, with Lieutenant-Commander A. C. Read at the reader's left, is the crew of the *NC-4*, which left Rockaway May 8, reached Halifax, after a forced landing off the Massachusetts coast, May 14, went from Halifax to Trepassey, Newfoundland, May 15, from Trepassey to Horta, in the Azores, 1,200 miles, in fifteen hours, May 16–17, and to Ponta Delgada on May 20. Below them, with Commander J. H. Towers at the left, is the crew of the *NC-3*, which left Rockaway May 8, Halifax May 10, Trepassey May 16, was forced to descend May 19 after flying fifteen hours, "taxied" on the surface until discovered a few miles from the Azores. At the bottom, with Lieutenant-Commander P. N. L. Bellinger at the left, is the crew of the *NC-1*, which accompanied the *NC-3* from Rockaway, but was wrecked within sight of the Azores, its crew being rescued by a destroyer.

speed of transportation and intercommunication, like the steamship, the railroad, the telegraph, and the telephone, have changed world-conditions, socially and commercially. The advent of the steamship made the Atlantic the central basin of the world, succeeding the Mediterranean. Yet each of these inventions in their early stages hardly held as much promise of usefulness as the aircraft does to-day."

Captain Bartlett, the arctic explorer, thinks first of his pet hobby, and observes: "Now that the flight is an accomplished fact, it can be duplicated in the arctic. Weather conditions there in June and July are better than these men had, there being daylight for twenty-four hours in the day. To the unbelieving Thomases this transatlantic feat should convince them that the flying-boat has come into its own, just as the steamboat did. It is a glorious event, and I trust it will stimulate deeper interest in my polar flying trip."

What more intimately concerns the majority of us, however, is the prospect of seeing regular passenger traffic by air-ship established between America and Europe, tho there is a choice of air-ships, and most tourists will assent to this remark by David Lindsay, of the International Marine Company, to a New York *Tribune* reporter: "Passenger service to Europe may soon be popular in dirigibles, but hardly so in seaplanes. Passengers want luxury and deck space. One can hardly expect these in a seaplane." Is it not perhaps reasonable to assume that these pioneer voyages by airplane are simply pathfinding exploits, and that eventually dirigibles will supplant airplanes on the transoceanic routes? At all events, a statement by the United States Army Air Service predicts that ere long we shall have transcontinental air-ships which, so one infers, might safely cross the ocean. Says the report:

"We reasonably may expect in the near future to have transcontinental air-ships in the United States capable of carrying nearly two hundred tons of useful load. Obviously it will be such air-ships that will transport the first-class mail and some passengers.

"Air-ships having a gas capacity of 2,000,000 cubic feet are now successfully flying in Europe. Such ships have a gross lift of sixty tons and a useful lift of about twenty tons available for fuel, passengers, and merchandise. There is a fundamental physical principle involved which assures far greater carrying efficiency in the future development. As the size increases it is found that the lift becomes materially larger. Furthermore, the length and diameter of the 10,000,000 ship will be only 1.7 times greater than the existing 2,000,000 ship with which it is compared. For the same fundamental reason the engine-power increases much less rapidly than the volume and lift.

"Now that 2,000,000-size air-ships have proved satisfactory, the British are designing 1920 models of greater capacity and constructing shelters suitable for the accommodation of probable sizes five years hence.

"Do not be surprized within the present year to learn of the British nation inaugurating regular air-ship mail service to Paris, Rome, and Canada. The vast expanse of the United States seems exceptionally favorable for the establishment of similar air-routes, including service to Alaska, Hawaii, Porto Rico, Cuba, and Panama.

"Large, expensive buildings to completely house great air-ships are not required for each landing field. The need is simply a fairly level clear space about one mile square, having in the center a mooring mast.

"The fire risk which heretofore has menaced all hydrogen-filled air-ships will be eliminated in the future by using helium, which is not inflammable."

Yes, but what of other perils—drowning, for instance? As the New York *Evening Post* exclaims:

"If the air-ships of the future can be kept roughly in the track of the numerous great ships plowing the surface of the sea, the latter can become in themselves a chain of rescue stations. And the greater the speed of the air-boats, the closer the intervals between the half-dozen *Mauretanias*, *Leviathans*, and *Imperators* which are ferrying back and forth. To these it is not inconceivable that there may be added a number of swift and sizable ships for the specific purpose of patrolling limited areas of the

> ocean and acting as emergency stations. They would be the Nantucket lightships for the new air traffic engaged upon exacting duty, no doubt, but no more difficult than a good many trades and occupations through which civilization has been built up and maintained."

Meanwhile, it is to be assumed that the chances of coming to grief in the course of a transatlantic flight will diminish as knowledge of flying conditions gains in thoroughness. "The elements of uncertainty are almost wholly meteorological," says *The Scientific American*, and, after detailing the manifold villainies of wind and fog, goes on to observe:

> "The moral of all this seems to be that a meteorological and aerological survey of the north Atlantic Ocean and the adjacent coasts should be undertaken as soon as possible, with special reference to the needs of aeronautics. That air-lanes across the Atlantic are destined to become of great importance hardly admits of doubt.
>
> "The study of surface meteorological conditions over the ocean, the corner-stone of which was laid by Maury in the middle of the last century, has yielded results of indispensable value to mariners. Maury depended for his data upon the mariners themselves; but the Maurys of the air should better this plan and anticipate the demands of aerial navigators by a systematic campaign of scientific expeditions *ad hoc*. This method would obviate heavy losses in both life and money in the early stages of transocean flight."

Waldemar Kaempffert, editor of *The Popular Science Monthly*, shares this view, but thinks that more powerful machines are as essential as a more complete understanding of meteorology. Writing in the New York *Evening Post*, he complains that "our machines are still too dependent on the weather," and asks:

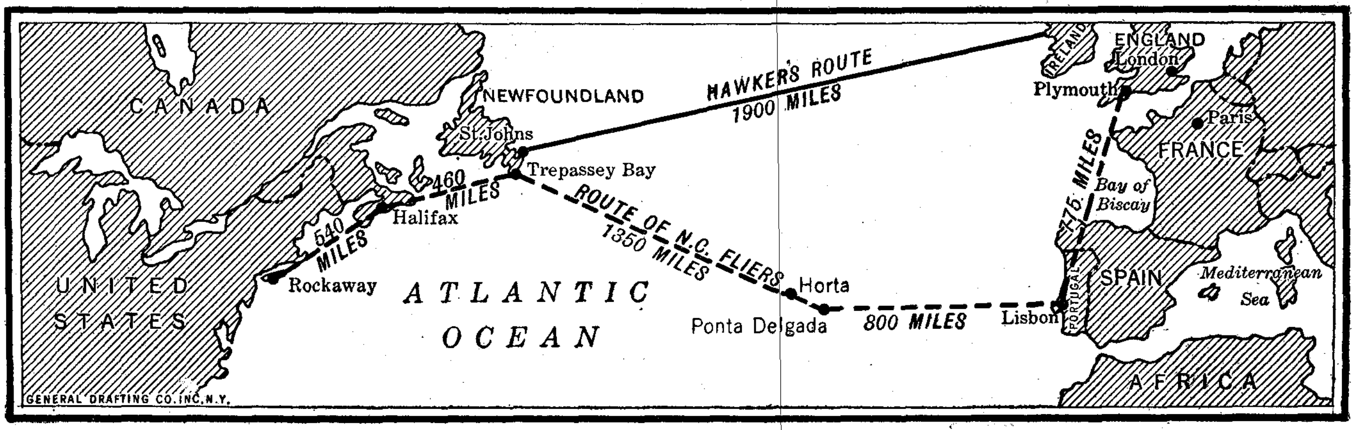
> "Will it always be thus? Must a man consider the weather if he is to travel by air from New York to Europe, just as his great-grandfather did before taking the coastwise sailing-packet from Boston to Philadelphia?
>
> "The time will probably never come when pilots of the skies will ignore the atmosphere altogether. But they will not be intimidated by fog or storm. The machines of the future will be powerful enough to brave any storm. Their captains will be such expert meteorologists that they will take advantage of currents of which our pilots know nothing.
>
> "It is the wind, the prevailing westerly wind, that plays such havoc with transatlantic ambitions. The air-liner of the future, and by that I mean a heavier-than-air craft, must be a very much swifter, very much more powerful machine than the puny bomb-droppers of the British or the clumsy seaplanes of our Navy if we are to vault into the air on a voyage to Europe with never a thought for the wind. It must be a machine that will make two hundred miles an hour—not the eighty or ninety at which our seaplanes are capable of traveling. In twelve hours at the most it will cover the distance from Newfoundland to Ireland.
>
> "At present an aviator must know what changes in wind are likely to occur during the latter part of his voyage, which means that he must know twenty-four hours in advance what the weather is to be in Europe. While the aviator of to-day is making up his mind whether he will risk a voyage, a two-hundred-mile-an-hour machine would reach the goal."

THE PEACE TREATY'S CRITICS

THAT THE PEACE TREATY means not peace but future wars is the contention of many of its critics. This view, according to a Paris correspondent of *The Westminster Gazette*, is even held by one of the members of the American peace delegation; and Mr. Morganthau, our former Ambassador to Turkey, is apparently of the same opinion when he tells an assembly of American soldiers at Coblenz that "we have got to prepare for a greater conflict," because "the manifold and conflicting demands of all nations at the Conference are impossible of fulfilment." "So far the Peace Treaty has created two canker-spots that will at once grow into festering sores—Fiume and Danzig," exclaims the Washington *National Tribune*. From Upper Silesia, which the Treaty allots to Poland, comes word that virtually the whole population is aflame with revolt against being separated from Germany, one of their slogans being, "Death rather than life in Polish slavery." At the same time we have the declaration of the Ebert Government that "Germany will not sign the peace terms because they spell the economic destruction, political dishonor, and moral degradation of the entire German nation, not only for the present, but also for unborn generations." And this official statement goes on to say: "Germany concluded peace on the basis of President Wilson's fourteen points, which all America had made its own, and all America, every individual, is responsible for the fulfilment of its claims."

The majority opinion of the American press, as reflected in these pages in previous articles, is that the peace terms are just, and even merciful, when considered in relation to Germany's offense. And in an article last week we showed how little convinced were our papers generally by Germany's attempt to "evade the penalty of her crimes" by hiding behind her own interpretation of the fourteen points. But as the Brooklyn *Eagle* notes, there is a "dissenting minority" in this country, as in England and France, which is more or less in agreement with Germany's opinion of the Treaty, and for the information of our readers in this article we will quote mainly the views of such minority critics, without forgetting that they are in the minority.

Among Germany's neutral neighbors much dissatisfaction with the Treaty is reported. Thus the Amsterdam *Handelsblad* calls it "a crime against Germany, and, above all, against humanity," and the *Nieuw Rotterdamsche Courant* exclaims that "the Treaty does not end the war; it continues it forever." Scandinavian public opinion is generally hostile, according to a Stockholm correspondent of the New York *Globe*, who reports that "about half of the Swedish, Danish, and Norwegian editorial comment is besprinkled with phrases that would be strongly resented if uttered in conversation with a citizen of one of Germany's victorious opponents." Much of the criticism in Denmark, so Copenhagen correspondents tell us, is directed



THE ROUTES IN THE TRANSATLANTIC AIR-RACE.

against the clause providing for a plebiscite in Southern Schleswig. The Danes, it seems, are afraid that the result would be a vote to join Denmark, and they are anything but hospitable to the idea of having to adopt a district whose population includes so many Germans.

European labor, even in England and France, is not by any means unanimously in favor of the peace terms. Thus the British Labor party declares that the Treaty "is opposed to the declarations of President Wilson," and a French Socialist paper repudiates it as "a peace of oppression and injustice prepared by capitalists and imperialists." William English Walling, writing in the New York *Tribune*, states that "if we take the uncompromising and arrogant speech of Brockdorff-Rantzau (head of the German peace mission) when the Treaty was handed to the German delegation and compare it with the writings of the French Socialists and British Laborites, we find an agreement on each and every point." And a Paris dispatch to the New York *Times* summarizes a statement criticizing the Treaty's terms which is signed by such prominent International Socialists as Hjalmar Branting, of Sweden; Camille Huymans, of Belgium; J. Ramsay Macdonald, of Great Britain; and Jean Longuet, of France. To quote this summary in part:

> "Failure to include Germany and Russia in the League of Nations, the statement asserts, must be righted speedily if the League is to be made effective for preventing war. The limitation of German armaments without application of restrictions to other nations also is criticized, and the attention of the labor world is called to the danger resulting from the establishment of the boundaries of Poland, which, it is held, does violence to the rights of people to choose their political allegiance, and by separating German states into two separate parts. These things are said to create a danger which will remain a source of trouble and ill will. . . . . . .
>
> "Regarding the Sarre Valley, the statement recognizes the justice of Germany being obliged to furnish France and Belgium with coal and compensation for the destruction of mines, but utters a suspicion that the arrangements for the administration of the district conceal aims for dismemberment.
>
> "The disposal of the German colonies is regarded by the Socialists as 'imperialism satisfying itself with the spoils of war.'"

Bolshevik opinion of the Treaty is reflected in a statement issued by the "Russian *Soviet* Bureau," in New York, from which we quote the following passages:

> "The Peace Treaty as published has all the characteristics of old-fashioned diplomacy. It can not bring peace to the world.
>
> "The decision of the Allied Powers at the Peace Council to terminate the Brest-Litovsk treaty is not only superfluous, but certain other conditions of the new Peace Treaty, in fact, mean a continuation of the strangling of Russia started by the imperialists at Brest-Litovsk.
>
> "President Wilson once said that the attitude which the Allied nations are going to take in respect to Russia is the acid test which will determine the nature of the ideals. The Peace Treaty presented at Versailles has undergone that acid test and the result is not encouraging to idealism."

Another protest against the peace terms comes from the Women's International Conference on Permanent Peace, which has just met at Zurich. This conference finds that the terms violate President Wilson's principles, and that the financial and economic provisions "condemn 100,000,000 people of this generation in the heart of Europe to poverty, disease, and despair."

"President Wilson, instead of the greatest man in all history, will return to America broken and discredited," declares the Fargo (North Dakota) *Courier-News*, an organ of the Non-Partizan League. The same paper goes on to say:

> "He went to Europe the idol of all its common people. He returns literally without friends, for even the imperialists to whom he has surrendered all his ideals have no confidence in him, while the people will look upon him as one who, with the power to help them, betrayed them into the hands of their old enemies, the coiners of profits and the makers of war.
>
> "The European governments, flushed with victory, were greedy with the lust for revenge and plunder. There was but one course for him to pursue.
>
> "Having found that the Allies had cynically turned their backs on the fourteen points, had repudiated their signatures to the armistice before yet the ink was dry, he should have made the facts known to the world and returned to America.
>
> "But he made another fatal mistake: he thought he could measure diplomatic swords with the most cunning masters of Europe, and now he finds himself cut to pieces."

"America has won the war, but has lost the peace," declares *The Dial*, a radical weekly now published in New York, which thinks that "with far greater reason than Clemenceau, President Wilson may lament a Pyrrhic victory." As this journal sees it, "the abandonment of the fourteen points was the price which Mr. Wilson paid for the form of peace which he has secured under the title the League of Nations." The League of Nations covenant forms part of the Peace Treaty. To quote *The Dial* further:

> "He will doubtless base his claim to success of his mission to Europe on this achievement, and already it is being hailed as a triumph of practical statesmanship over the futile aspirations and feeble scruples of the idealists—of whom Mr. Wilson used to be accounted one. It should be pointed out, however, that the process by which the League was secured, that of paltering with the principles on which it was to have been based, goes far to discredit it in its inception. The true relation between the covenant and the Treaty has been reversed. The covenant was put forward as a pledge and a promise to be made good by subsequent action beginning with the Treaty of Peace. Instead of this the Treaty has been used to buy support, or worse, to buy off opposition, to the League. Mr. Wilson is an architect who robs his foundation of stone to build flying buttresses. He is the mother fleeing in a sledge from wolves, holding to her bosom her last-born and throwing her other children successively to the devouring pack. Whether the child is worth the sacrifice is for the future to show."

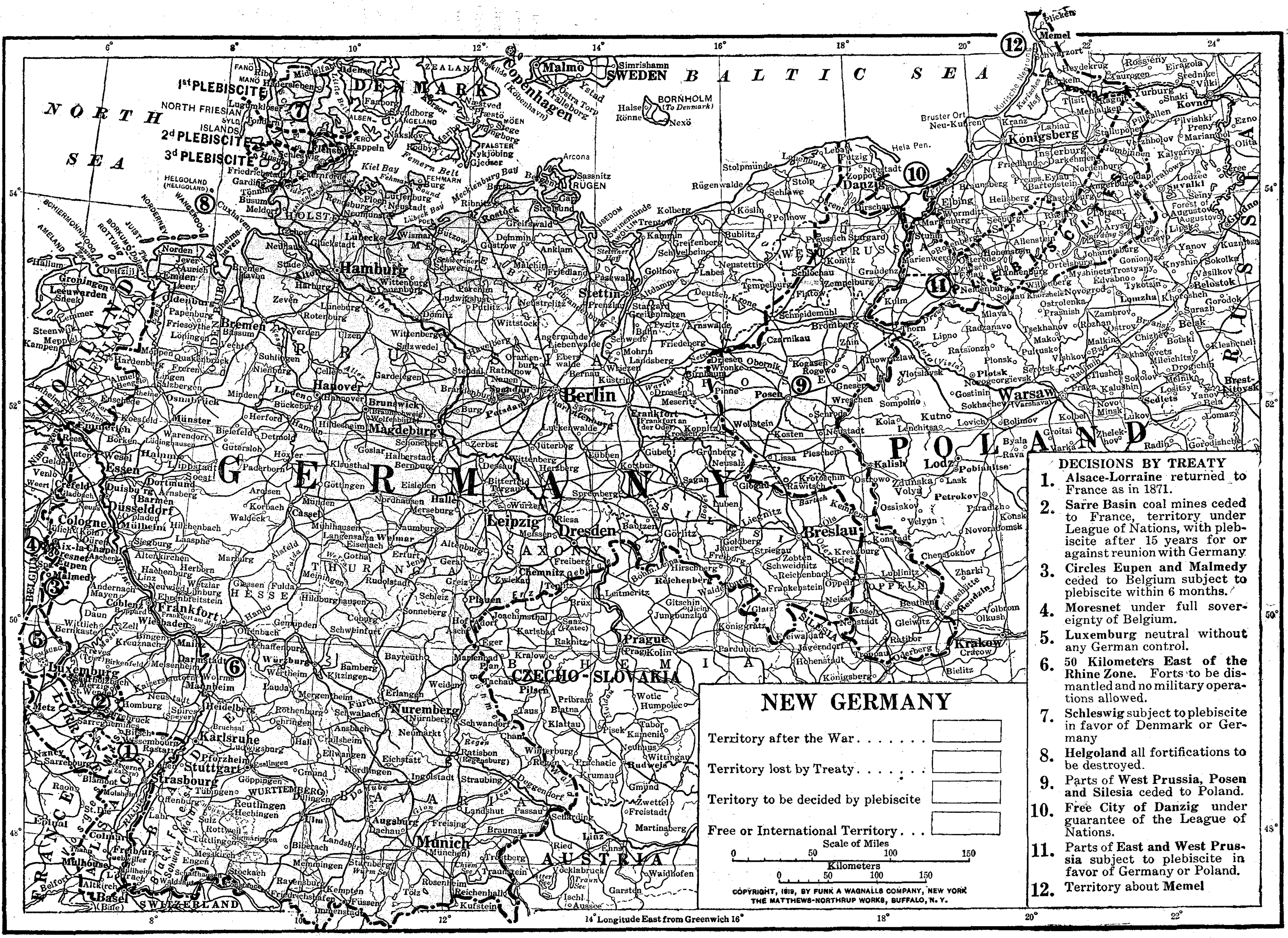
"Looked at from a purely American point of view, on a cold calculation of probabilities, we do not see how this Treaty is anything but the prelude to quarrels in a deeply divided and a hideously embittered Europe," says *The New Republic*, which has been an advocate of the League of Nations. This New York weekly sees anything but justice in the Sarre Valley settlement, the prohibition of Germany's union with German Austria, and the separation of Germany and East Prussia by the grants to Poland. "The details of the settlement," it affirms, "could hardly have been more neatly devised to keep central Europe in an uproar." Of the economic side of the Treaty it says:

> "The Treaty gives the Allies so many different kinds of economic power over Germany that they are likely to be considerably at a loss as to how to exercise it. Both the goose and the golden eggs are theirs, and there will be mighty conflicts and debates for decades as to whether the goose should be made to lay another egg or eaten. Some people will be interested in keeping German trade crippled; others will be interested in reviving it and exacting reparations. The people who see reparations diminishing will denounce the greedy people who are killing German productiveness, and these latter will reply that the others are reviving the German menace for the sake of some money. We may expect some lively times between the Reparation Commission on the one hand and Allied manufacturers on the other."

The Treaty, *The New Republic* concludes, "gives the Germans too many reasons for feeling themselves thoroughly abused":

> "Their imperial power is destroyed, that of others is increased; the principle of nationality is worked against them; the armistice is flatly violated in the Sarre; Mr. Wilson's general principles about the removal of economic barriers, no special alliances within the general family of the League of Nations, the implied promise to admit Germany to the League, all seem to have gone down the wind."

The President himself, according to a United Press dispatch, is not satisfied with the Treaty, but, his friends say, "he believes it the best it is possible to obtain, considering all the conditions."


NEW GERMANY
Territory after the War
Territory lost by Treaty
Teritory to be decided by plebiscite
Free or International Territory
Scale of Miles 0 50 100 150
Kilometers 0 50 100 150
GERMANY
POLAND
CZECHO-SLOVAKIA
AUSTRIA
NORTH SEA
BALTIC SEA
1st PLEBISCITE
2d PLEBISCITE
3d PLEBISCITE
14° Longitude East from Greenwich 16°

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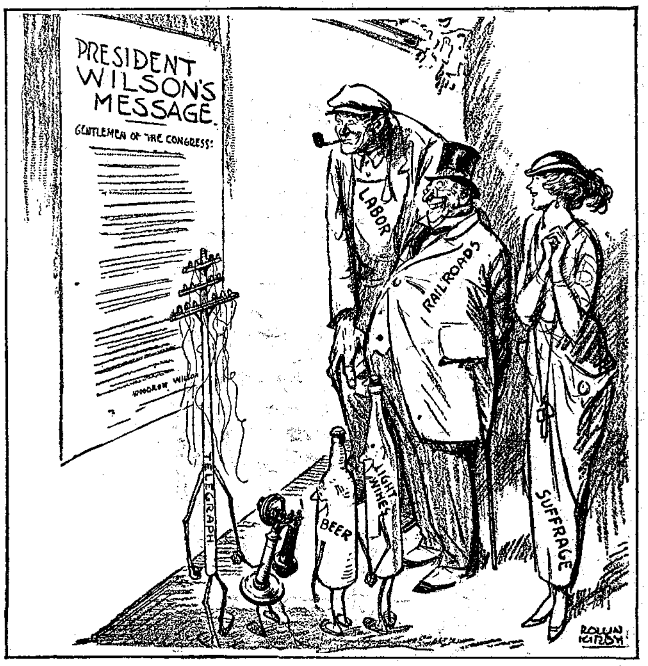
DECISIONS BY TREATY

1. **Alsace-Lorraine** returned to France as in 1871.
2. **Sarre Basin** coal mines ceded to France, territory under League of Nations, with plebiscite after 15 years for or against reunion with Germany.
3. **Circles Eupen and Malmedy** ceded to Belgium subject to plebiscite within 6 months.
4. **Moresnet** under full sovereignty of Belgium.
5. **Luxemburg** neutral without any German control.
6. **50 Kilometers East of the Rhine Zone.** Forts to be dismantled and no military operations allowed.
7. **Schleswig** subject to plebiscite in favor of Denmark or Germany
8. **Helgoland** all fortifications to be destroyed.
9. Parts of **West Prussia, Posen** and **Silesia** ceded to Poland.
10. **Free City of Danzig** under guarantee of the League of Nations.
11. Parts of **East and West Prussia** subject to plebiscite in favor of Germany or Poland.
12. Territory about **Memel**

WILSON AND WINE

"VERY UNBECOMING FOR AN ELDER in the Presbyterian Church, and for a man holding so high an office as that of President of the United States," declares the Rev. Dr. W. W. Hindman, of Columbus, Ohio, is President Wilson's recommendation to Congress that it repeal that part of the war-time prohibition law relating to light wines and beers; and the same sentiment in different words finds expression in a resolution passed in St. Louis by the General Assembly of the Presbyterian Church and cabled to "Elder Wilson" in Paris. The Prohibition forces generally are shocked, of course, by the President's proposal, and declare their intention of fighting it in both houses. But the "wets," while approving, are not jubilant. For they point out that such a repeal would only postpone the national drought from July 1 of this year, when the war-time measure goes into effect, to January 16 of next year, when prohibition by Constitutional amendment becomes operative. And even within this brief time-limit, complains the Association Opposed to National Prohibition, the President's proposal is unsatisfactory, because while coming to the rescue of producers and sellers of wine and beer it fails to offer any consolation to those employed in all other lines of the liquor business. In a statement issued from its New York office this organization says:



ALL CHEERED UP.

—Kirby in the New York *World*.

> "Why play any favorites? There is not a single good reason why a single word of the act of November 21, 1918, should remain on the statute-books of the United States, because the sole reason for the operation of the act stated in it was 'conserving the man-power of the nation and to increase efficiency in the production of arms, munitions, ships, food, and clothing for the Army and Navy.' As there is no longer any need for such conservation and efficiency, so there is no need of any statute to promote either."

From the other camp comes a reminder by William H. Anderson, New York State Superintendent of the Anti-Saloon League, that "the President signed this bill to be effective until demobilization is completed, and if it is complete he does not need any help from Congress to open the saloons." Mr. Anderson, whose organization is regarded by the "wets" as the chief factor in all their recent defeats, goes on to blame Mr. Samuel Gompers and Mr. Joseph P. Tumulty, the President's secretary, for the President's present attitude. He suggests also that it is an attempt to "pass the buck to the Republican party." The New York *Tribune* quotes him as saying:

> "We are not much surprized at the President's advocacy of the repeal of war-time prohibition against beer and wine. After the return of Samuel Gompers, who has used his peculiar influence to deceive the President in behalf of the brewers, it is not surprizing that the brewers received some assurance. The wets were unable to keep from talking about it.
>
> "We were informed some time ago that Mr. Tumulty, the President's secretary, friend of the wets, was recently in New York at a secret meeting of some of the big hotel men, and that he assured them in substance that the President would do everything possible to help them. . . . . . .
>
> "This looks like an attempt to pass the buck to the Republican party and use Congress as the goat in a series of experiments to determine whether it is politically safe for the President himself later to use the power which this act confers upon him.
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> "This apparent yielding to the intimidation tactics of Mr. Gompers in behalf of the brewery workers, but done in the name of all American labor, will merely intensify instead of relieve the difficulty when the country comes up against the prohibition amendment on January 16, which neither the President nor Congress can abrogate.
>
> "The success of the German brewers in breaking down a prohibition act of Congress will embolden them to go still further in their threats of revolution and disorder in case an enforcement law is passed to carry into effect the amendment."

"The President has been staying in Paris too long," says Congressman Randall, of California, who was elected on a prohibition ticket; and he adds: "Congress will not repeal war-time prohibition." "To repeal war-time prohibition now is like giving a half-cured drug fiend opium for a few months," remarks Congressman Little, Republican, of Kansas. And in a Washington dispatch to the New York *Times* (Dem.) we read that even "Republicans of the conservative type who deprecated both war-time and Constitutional prohibition" regard the President's recommendation as "merely an attempt to win the approval of one element in the community, and hold that the Republican party's position before the public would be strengthened if it went on record against lifting the ban." "Virtually every one concedes that the 'drys' have a large majority in each house and do not intend to permit any change in the law," reports the Washington correspondent of the New York *Tribune* (Rep.). The New York *Evening Post* (Ind.) points to the fact that two-thirds of the members of the new Congress are from dry districts, and that prohibitionists everywhere will fight the proposed repeal as "an entering wedge of the wets, which, if successful, might lead to further efforts to circumvent national prohibition." "There is not the slightest chance that the law providing for war-time prohibition will be repealed," declares the Washington correspondent of the New York *Evening Mail* (Rep.).

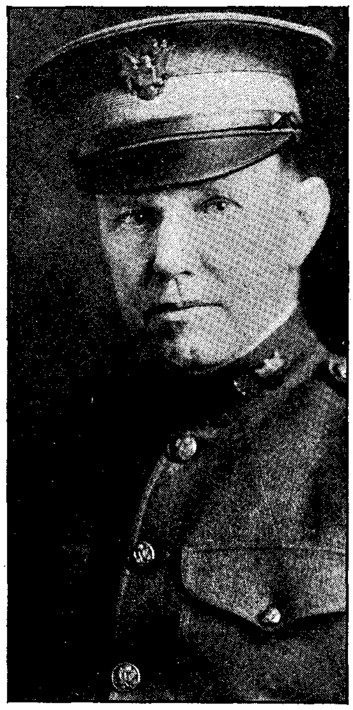
On the other hand, Edward I. Hannah, president of the Central Federated Union of New York, assures the press that "organized labor is in entire accord with President Wilson when he opens the fight to restore freedom for the American people in regard to the consumption of light wines and beer"; and the New York *Morning Telegraph* (Dem.) thinks that the President's course in this matter means that "he has heard the voice of the American people in his far-away Paris temporary residence." The proposed compromise on war-time prohibition, the same paper adds, may prepare the way for a similar softening of the terms of Constitutional prohibition.

In making this unexpected recommendation in his opening message to the special session of the Sixty-sixth Congress, the President offered this explanation:

> "The demobilization of the military forces of the country has progressed to such a point that it seems to me entirely safe now to remove the ban upon the manufacture and sale of wines and beers, but I am advised that without further legislation I have not the legal authority to remove the present restrictions."

WAR-RISKS AND RED TAPE

IF THE WAR RISK BUREAU was a "volcano" when Secretary Glass and Colonel Lindsley inherited it from their predecessors, as Colonel Lindsley said in the letter which brought about his resignation, many soldiers have seemingly found it an inactive one, if not extinct, as far as they are concerned. Our readers will remember the letter in a recent issue from a corporal whose family, owing to a case of mistaken identity, never received the allotments from his pay. We have another letter from a Regular Army engineer who has been disabled, telling us that altho the Government has made a provision that a disabled man shall receive compensation, "getting it is another thing." According to this man, who has served Uncle Sam through two wars, "there is a bunch sitting in the Bureau of War Risk Insurance who seem to think a soldier is a very common being, and that he must bow down to them for anything he desires or is entitled to; that they hold the reins of the Government of the whole U. S. A.—in other words, that they are the whole show." This man is persuaded that not more than a fourth of our soldiers "will continue their government insurance for three months from the time of their discharge, and not one-tenth of them will carry it for another twelve months." And this because they have had so much trouble with allotments for their families that they have no confidence in government promises to pay. To quote this soldier further:



COLONEL HENRY D. LINDSLEY,

Who leaves the War Risk Bureau, after a disagreement, to devote himself to the work of organizing the American Legion. He is succeeded by Colonel R. G. Cholmeley-Jones.

"A debt on Uncle Sam used to be considered good; now if you tell a merchant that the Government owes you back pay or allotment and that you want credit, you will be almost sure not to get the credit, and the merchant will tell you quickly he can not depend upon your government claims, even tho he knows they are genuine. What does that mean? Every one knows that it means the people are simply losing confidence in the ability of the Government to pay its debts; and it now reverts into the following: Does the Government want to pay its debts, or is it simply because it does not know how? I am sure it is because it does not know how; but what a terrible state of affairs to come to at the best."

A wounded Marine told how happy the men were when they went across "because we felt that a grateful Government was going to take good care of us and our dependents, no matter what happened to us." But now, as the New York *Evening Journal* quotes this man, he has left the hospital, has put in his claim for compensation, and has "not been able to get a peep from the War Risk Insurance Bureau since then." The Bureau has long been in popular disfavor, says the New York *Tribune's* Washington correspondent, "on account of the numerous troubles over allowances, allotments, compensation, and insurance, there being perhaps hundreds of thousands of cases of errors, lengthy delays, etc.," so that "what had been put forward as a generous measure that would win the undying gratitude of the soldiers and their friends" is, because of administrative difficulties, arousing "entirely different" feelings. "Needy families of absent soldiers" have often, the New York *Evening Sun* notes, been unable to "get the money to which they were entitled and on which they relied absolutely for support."

Things like these being said on the streets, in the newspapers, and in the magazines, the actual eruption of the War Risk Bureau volcano was not entirely unanticipated. On May 18 it was made public that Secretary Glass had asked for the resignation of Col. Henry D. Lindsley as Director of the Bureau. An earlier letter from Mr. Lindsley to the Secretary was published at this time, in which the Director informed his superior that his Bureau was on the "verge of breakdown and failure," due to intolerable "red tape" and the unsympathetic attitude of the Secretary of the Treasury. Secretary Glass's statement in reply discust certain instances cited by Colonel Lindsley and contained some extremely caustic personal references to the Colonel.

In so far as this is a personal controversy between Secretary Glass and Colonel Lindsley it is not a serious matter, but, says the New York *Journal of Commerce*, "untold damage will be done if the public loses confidence in the Bureau of War Risk Insurance." Ten million of us are directly or indirectly concerned; more of us are financially interested in this Bureau than in any other department of the Government. As *The Journal of Commerce* notes: "All soldiers and sailors who are keeping up their government insurance, all beneficiaries of those holding policies who have died, all wounded and diseased soldiers and sailors who are entitled to compensation, wives and children of men still in service and in some cases mothers, sisters, or other dependents of these men, all look to this Bureau as a place to which to pay money or from which to receive money." Most of these people "need the money that is due them, and if it is not forthcoming they conclude that the Government can not pay it or intends to cheat them." This newspaper then goes on to give a brief history of the War Risk Bureau and its handicaps:

"In October, 1917, six months after the United States entered the war, Congress passed the act providing for soldiers' and sailors' insurance, allotments, and allowances for dependents of men in service, compensation for the injured and ill in service, making these provisions retroactive to April, 1917, and added to the Bureau of War Risk Insurance the divisions of insurance, of allotments and allowances, of investigation, of audits and records and of disbursements. The clerical force suddenly grew to 15,000. These people were scattered about in various buildings. At first they had little equipment and very little organization. Life-insurance was soon being written on the soldiers and sailors in amounts aggregating billions of dollars a week until about $40,000,000,000 had been written, an amount nearly double the insurance in force of all the legal reserve life-insurance companies in the United States. This tremendous total rolled up in about a year and simply overwhelmed the organization which was trying to handle it. Letters came in to the Bureau by the hundreds of thousands. In addition, it had to handle the allotments of soldiers' and sailors' pay to their dependents and the allowances which the Government granted in addition, and the claims for compensation coming in from men in service who became sick and injured, keep the accounts of monthly payment of premiums on the life-insurance held out of the soldiers' and sailors' pay, investigate claims, and send out thousands of checks weekly. It was a work greater than that of all the casualty and life-insurance companies of the country, and those in charge were trying to do it with a 'green' force of government employees under the most adverse conditions. That confusion, errors, and delays innumerable occurred was inevitable."

In a letter to THE LITERARY DIGEST, Assistant-Director Cates describes the Bureau as being "very similar to a bank with more than two million deposit accounts of which more than one million are still active." He continues:

"Besides the 2,000,000 'deposit accounts,' this 'bank' maintains a record in 2,500,000 cases where the enlisted man did not choose to make an allotment, *i.e.*, to set up credit for his relatives, altho in a majority of cases it is safe to say that the relatives expected him to do so and looked to the 'bank' for payments. Allottees change their residences without notifying the Bureau. Our files contain 143,000 checks which were mailed out to allottees but returned for various reasons, probably seventy-five per cent. for the reason that the allottee has moved without notifying the Bureau. Various agencies throughout the country are endeavoring to aid the Bureau in obtaining the addresses of these allottees in order that their checks may reach them.

"The situation is rapidly being cleared up. The inevitable errors are being rectified. Every account is balanced to the penny before the final check goes out after the Bureau is advised that the enlisted man has been discharged. . . . The work is not in a muddle, but is proceeding smoothly and swiftly, and the results reflect, I believe, a uniformly earnest desire on the part of the Bureau's army of employees to carry out the humane purposes of the War Risk Insurance Act."

Even a strong Republican newspaper like the New York *Tribune* concedes that neither Mr. McAdoo nor Mr. Glass "intentionally made a botch of the insurance business." But, it says—

"Red tape was too much for them. It was impossible to speed up. A government bureaucratic machine is operated by practised 'buck'-passers. The business of avoiding responsibility has been developed into a science. 'Rules and Regulations'—those are the gods idolatrously worshiped, for experience has shown it is not safe to exercise discretion. If there is departure from a patch bordered by triplicate receipts and anything goes wrong no excuse is tolerated.

"Looked at in vacuum, there is no discernible reason why a man who has managed a private concern efficiently can not manage a government bureau equally well. But successive explosions at Washington leave no doubt that personal ability and zeal at the top are not enough. The whole governmental system must be rebuilt and charged with a new spirit. As long as it is the habit to prescribe in a book of instructions how everything must be done false motion and excessive slowness are inevitable."

The New York *Times* hears that it has cost the War Risk Bureau "17 cents to dispense a dollar and that the Pension Bureau paid forty times as many claims at a cost one-twentieth as great." *The Times* thinks there is reason to say "that the defects are fundamental, and that success is hardly possible."

The New York *World* (Dem.) agrees with other editors that Colonel Lindsley has been "colliding with the system," but it is inclined to put the blame for the collision on the Colonel. In its opinion, his statements "show chiefly a dominant disposition and inability to work in harness." *The World* adds:

"Unless our form of government is to be radically changed, the services of such men will have to be dispensed with in many places. The War Insurance Bureau carries 4,000,000 risks, amounting to $39,000,000,000. It is regulated by law, and in addition to that its operations are supervised and safeguarded, as are all other fiscal affairs of the nation, by controllers, auditors, chiefs of divisions, purchasing agents, and bookkeepers."

While there has been much talk of inefficiency in the War Risk Bureau, we note in the April issue of *The Office Economist* (Jamestown, N. Y.) an article in which Mr. Waldon Fawcett describes how carefully the War Risk Bureau files away its weekly mail of 300,000 letters in a quarter of a mile of filing-cabinets and carries on its correspondence with "52,950 Smiths, 46,000 Browns, and 42,000 Johnsons," and all the rest. After telling precisely how the letters are distributed and identified and filed, the writer concludes with a statement which may or may not give satisfaction to the soldiers whose families are still waiting for their allotments:

"The way may seem long from the first table on which the incoming letters are poured out of the mail-sacks until the particular case is located and the answer written, but every step is necessary, and saves time and labor in the end. A letter goes through many hands, but it always gets the proper attention and action."

TO HELP UNCHINAFY CHINA

"CHINAFICATION" was Theodore Roosevelt's word for the state of helplessness to which pacifism would reduce America, and somewhere on a top shelf at the second-hand bookstore you may still find Admiral Lord Beresford's volume, "The Break-up of China," written in the days when Western Powers were maintaining "spheres of influence" in the Celestial Empire. China has awakened perceptibly since then. The former empire, now a republic, declared war on Germany. Thus China became one of the Allies and a prospective signatory of the Peace Treaty. But the war had already raged three years before China joined the Allies. Japan had not only driven Germany out of China and replaced her there, but obtained from the Chinese Government a series of concessions and privileges which, in the agreggate, appeared to some to go a long way toward making China a Japanese province.

Moreover, China's participation in the war was mainly theoretical. Altho large numbers of Chinese laborers went to France and were kept at work behind the lines, it is to be remembered that laborers from Spain, formally a neutral country, were also employed in France. At best, China's help toward winning the war fell short of impressing the Allies with a sense of profound indebtedness, and, had the time-honored policy of "spheres of influence" continued unmodified, China would have found it rather difficult to prove that, on the merits of services rendered, she deserved much more consideration than before. Just as in the old days, "forceful penetration" might have gone on. Right here, accordingly, lies the immense importance of the consortium to provide international aid for China. It will put an end to special "zones of influence." It will prevent the "break-up of China." As the Newark *News* observes:

"The consortium agreed upon by American, British, French, and Japanese bankers at Paris for joint loans to China, to which Belgian bankers may be admitted later, gives promises of possibilities of the settlement of the Far-Eastern problem. Under the terms of the agreement, thirty-seven banks in the United States are to participate in these loans to China—loans intended to advance the commercial, industrial, and transportation interests of the Yellow Republic."

So what might appear to be only an adventure in international banking bids fair to rank with the larger achievements of modern diplomacy. Henceforward China will be developed, but not exploited. Then, too, the consortium soothes feelings rasped by recent affronts to national pride. China "saves face" by gaining financial support that offsets her concessions in Shantung. Japan "saves face," as regards failure to secure recognition of "racial equality," by being admitted to the group of Western Powers extending the joint loan. At the same time, Japan renounces all intention, if she ever had any, of making China a Japanese province. "Japan," says Richard V. Oulahan, in a dispatch to the New York *Times*,

"Enters herself as a Western Power. She abandons any positive or implied claim that her interests demand exclusive Japanese exploitation of China's resources. Put in another way, on the basis of the assumption that she was willing to have the Western Powers finance Chinese projects, she does not refuse to participate in their development program, but joins with them in helping China financially, industrially, and administratively."

The proposed consortium is an American arrangement, and if it seems inconsistent for America to be proposing a consortium now after defeating a somewhat similar scheme when Mr. Bryan was Secretary of State, conditions have changed in certain notable particulars. As Mr. Oulahan continues:

"The new consortium is the direct outcome of suggestions made in a note from the United States Government to the governments of Great Britain, France, and Japan. This note marks a distinct and radical departure from the previous attitude of the Wilson Administration—an attitude which those most interested prefer to attribute to William Jennings Bryan.

"Soon after Bryan became Secretary of State our Government withdrew its support of the American banking group which formed part of what was known as the Six-Power Group, organized to give financial aid to China. The years that have passed since then have convinced the Administration of the error of this course. Germany and Russia have been eliminated from that arrangement and a new order of things for China is promised by the Four-Power Group, brought into being here in Paris in connection with the Peace Conference."

To become operative, the consortium requires only the assent of China. Will China assent? Evidently Frederick Moore has hobnobbed extensively with Celestials in Paris, for he gives us the Chinese view of the case pretty fully in a dispatch to the New York *Tribune*, in which he says:

"A conspicuous change of front has taken place among the Chinese delegates to the Peace Conference similar to President Wilson's change regarding the American group of bankers participating in the international consortium which plans to finance China. Chinese leaders here now regard the consortium, in which America will play the leading financial rôle, as perhaps the only hope left for saving China from disintegration and further foreign encroachment.

"This extraordinary statement was made by one of the leading South China delegates, who praised the action of President Wilson in 1913, when he and Secretary Bryan denounced a consortium as an unfair infringement on Chinese sovereignty.

"There is evidence that President Wilson, too, regards the reorganization of the consortium as vital, after his acceptance of the Japanese demands regarding Shantung.

"The Chinese delegates realize first that without international control money loaned to China would go to one faction or another, according to the political interests and commercial designs of the nation lending the money. Secondly, that in the present state of world finances money will be loaned to China only by interested nations with political designs of aggression on the one hand, or of defense against aggression on the other.

"The Chinese foresee that, following the original consortium's policy, the new consortium will refuse to finance the military end of the dictators in the Peking Government for the maintenance of their large armies, which are designed only to keep down domestic rebellion and to maintain those leaders in power. They fear that without a consortium of America, Great Britain, France, and Japan, the military dictators will obtain money from Japan and become mere tools of Japan's aggressive party.

"Because of the hope that a consortium offers and the promise that it will come under control of the League of Nations, the Chinese delegates now contemplate signing the Peace Treaty with reservations, despite instructions cabled them from Peking not to sign and of numerous cabled protests from Chinese in various parts of the world, including the United States.

"While constructing the treaty which crippled Germany's commercial growth, the Anglo-American peacemakers have formed an alliance for the development of the world's markets. This stupendous undertaking will have ramifications into all parts of the world. Foremost in the movement will be American business men."

Looking at the proposed consortium from the view-point of international good-will, the New York *Times* regards it as full of promise, and remarks:

"Under a consortium there should be less jealousy, greater enterprise, and an end of political encroachment under cover of trade. Thus Japan in its arrangement regarding Shantung concedes full sovereignty to China, but retains only Germany's economic interests. Japan secures by direct arrangement with the Associated Powers the economic privileges which she sought to insure by the loan mentioned above and now abandoned. The future of iron-mines as important as those of Alsace-Lorraine is thus settled, and Japan's admission to the consortium ranks her with the world's great Powers in a manner soothing to her pride, ruffled by the restrictions on her emigration. The world's peace is further assured by an arrangement by no means limited in its bearings to the nations immediately concerned."

TOPICS IN BRIEF

The uplift movement seems to have concentrated on prices.—*Columbia Record.*

The Germans are bad losers, but they would have been worse winners. —*Brooklyn Eagle.*

The Germans are just beginning to realize that Sherman was right.—*St. Louis Globe-Democrat.*

One reason Germany lost the war was because her Government was so Krupped.—*Indiana Times.*

The Germans are howling with rage because they have got what they expected to inflict on others.—*Arkansas Gazette.*

The first Hun salesman to take the road will need a healthy fund for running expenses.—*Greenville (S. C.) Piedmont.*

Lodge and Borah as Republican Presidential candidates would probably knock Wood.—*Daily Eastern Argus.*

It is true that the dove of peace is cooing, but it cooes as if it had adenoids.—*Chicago Daily News.*

The further President Wilson gets away from the fourteen points the closer the Germans nudge up to them. —*Washington Post.*

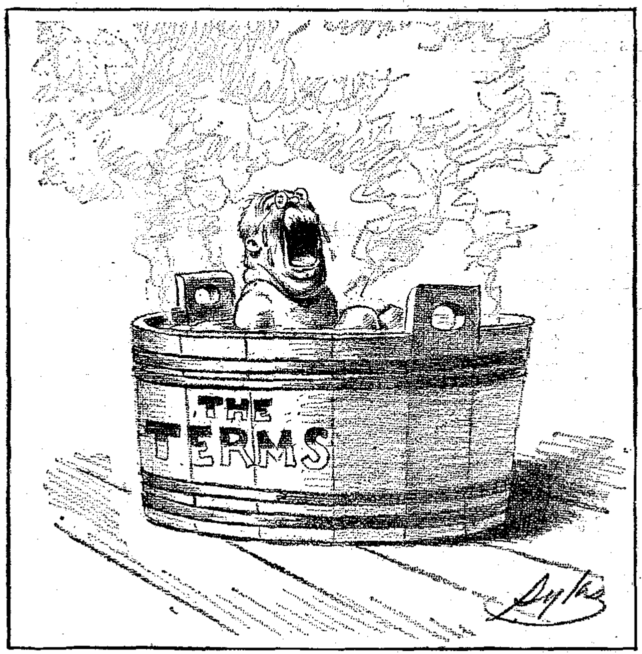
When Burleson gets through with the telephones it looks as if there won't be anything left but the receivers.—*Knoxville Journal and Tribune.*

A guest of the New York Dairy Association was a bull worth $60,000. Our meat-dealer handles nothing but this fellow's relatives.—*Detroit News.*

No great danger of Bolshevism in the U. S. A. as long as the proletariat receive higher wages than the *bourgeoisie* get salaries.—*Boston Shoe and Leather Reporter.*

Heinie declares that he made peace because of the fourteen points. A few million bayonet-points had something to do with it, also.—*Greenville (S. C.) Piedmont.*

Patience on a monument has nothing on former King Constantine, who is still watchfully waiting for brother-in-law Bill Hunzollern to restore him to the throne of Greece.—*Washington Post.*



SOAKING IN.
—Sykes in the Philadelphia *Evening Ledger.*

The Germans are being fed at cost. We are not.—*St. Louis Post-Dispatch.*

"I am not an idiot."—German ex-Crown Prince. That's what they all say.—*Topeka Capital.*

For once an extraordinary session of Congress will live up to it.—*Greenville (S. C.) Piedmont.*

What did Germany expect? An invitation to a pink-lemonade lawn-tennis party?—*Boston Transcript.*

Here's hoping Uncle Sam gets more with the money we're lending him than we've been able to get.—*Kansas City Star.*

The greatest danger in letting the Kaiser go free is that he might get on some Chautauqua circuit.—*Hopkins Journal.*

The remnant of the late King Okwawa is not the only bonehead still active in international politics.—*New York Evening Sun.*

"Sure Germany is getting off easy," agrees a sympathetic soul. "She might have had prohibition forced upon her." —*Chicago Tribune.*

Mexico may not recognize the Monroe Doctrine, but the Monroe Doctrine recognizes Mexico, which is far more important.—*Tacoma Ledger.*

The Germans are complaining because the treaty robs them of their "honor." No wonder they call it "impossible."—*Philadelphia Evening Ledger.*

Germany has a counter-claim of $13,650,000,000. We move that it be received and turned over to the editor of the comic supplement.—*Knoxville Journal and Tribune.*

"In 1914," says Professor Goode, of U. C., "Germany was the world's greatest map-making country." But she tried to make one map too many, eh, Prof.?—*Chicago Tribune.*

That 278 persons of royal strain have lost their positions by the war has been figured out by a German professor. It is one of the brightest aspects of the unemployment situation. —*Springfield Republican.*

NOT A PRISON-CAMP, BUT A POULTRY-YARD.

One of the model farms where convalescent Canadian soldiers are taught truck-gardening and poultry-raising.

TRANSFORMING FIGHTERS INTO FARMERS

ALMOST FORTY-FOUR PER CENT. of the Canadian Expeditionary Forces, while still overseas, voted in favor of farming as a career after demobilization. It had been reported in some quarters that when the men actually were discharged the majority showed little inclination to farm, but the Saskatoon *Phœnix* points out that up to the end of February the Soldier Settlement Board had approved loans amounting to $1,668,105 to 1,218 returned men who had taken up homestead land. Provincial offices of the Soldier Settlement Board, we are told, are receiving hundreds of new applications weekly, and the offices are working day and night to keep abreast of the demand for land loans. Far from being a failure, the Canadian Government's farm plan is declared by those who know the situation to be a pronounced success. Canada's reestablishment of her fighting men in civilian life by throwing open a career to them as farmers should have especial interest for Americans. Many of our own men are shaping their course toward the land, and the project of Secretary of the Interior Franklin K. Lane has already been recorded in these pages. The Saskatoon *Phœnix* admits that not all the returned men who left the farm will go back to it. There are constant changes. The lure of the city is strong for many, and a war was not necessary to start a movement to the big towns and the bright lights. What is important to notice, however, is that not only many farmers and farmers' sons who left the land to enlist are going back to it, but many others who had moved to the city before the war are taking this opportunity to get financial aid to buy land and farm equipment for themselves. Yet, the value of the scheme, *The Phœnix* goes on to say, depends not so much on the numbers who take up land as on the quality of the individual soldier-settler. Supervision by experts and advisers of the Board continues after the settler is on his farm, and every effort is exerted to see that he has the fullest opportunity to make good.

Of the 44 per cent. of Canadian soldiers who exprest a desire to be farmers, we learn from the London *Graphic*, 74 per cent. had had previous agricultural experience, altho only about 40 per cent. of these were actively engaged in farming at the time of enlistment. That the Canadian Government has gone about this enterprise thoroughly is evidenced by the fact that a number of training-farms have been established in Great Britain, where the men receive instructions in farming under Canadian conditions. The courses here are designed to teach inexperienced men the every-day operations of the farm rather than the scientific principles underlying agriculture. In the Canadian provinces, moreover, classes have been opened at the convalescent homes to teach farming, and *The Graphic* tells us that the fields are the classrooms, and "to see a big thresher or tractor halted midfield surrounded by an intent body of soldier students is a familiar sight in such localities." While the soldier has the right to select his own land, he has the advice of the best land experts in the Dominion in making his selection. The price is subject to the supervision of the Soldier Settlement Board, and it is to be noted that in all cases, before the assistance of the Board in the purchase can be obtained, the soldier must pass a qualification council which determines whether the applicant is reasonably certain to succeed as a farmer. We read then:

> "The soldier is asked to pay 10 per cent. of the purchase price in cash, this being a stake to keep him at his enterprise. Not more than $4,500 must be left owing to the Board at the time of the sale. Provision has been made, however, to cover the case of men who may not be able to pay the 10 per cent., but who have had already successful farming experience in Canada. In these cases, either part or the whole of the 10 per cent. may be dispensed with. The interest on the balance, repayable on the amortization plan by twenty-five annual instalments, is 5 per cent.
>
> "The Soldiers' Settlement Board is also given authority to provide the soldier with stock and implements up to the maximum value of two thousand dollars. Should a soldier possess stock and implements but no cash, this matter can be adjusted

with the Board. The money advanced for implements and stock is to be repayable in four annual instalments, commencing in the third year, there being no interest charged thereon for the first two years. Further assistance may be given the settler by way of an advance up to one thousand dollars for permanent improvements, including the value of building material supplied. This advance is repayable on the same terms as the balance owing on the land. As long as amounts owing to the Settlement Board remain unpaid the lands and goods supplied are protected from seizure to the prejudice of the Board, and no sales or charges can be made without the consent of the Board. The crops grown are also protected from seizure to the extent of the obligations due the Board."

It is not intended by any means, we read further, to encourage the soldier-settler to take up more land than he can handle, nor to borrow up to the maximum except when it is evident that he can make good. When the soldier has purchased his land he will have the supervision and advice of a land administrator of long experience, whose chief object is to see that the overhead expenses are in proportion to the productive qualities of the land. *The Graphic* proceeds:

"Inexperienced men who wish to go on the land, but who are not judged by the Board at present as a reasonable risk, will be offered two plans under which to qualify, the choice being optional. They may gain experience by working with successful farmers, or may take a course at some of the agricultural colleges. Care will be taken to place men who wish to learn on farms with progressive farmers who are prepared to render public-spirited service in this connection. A follow-up scheme is being inaugurated with the cooperation of provincial agricultural departments whereby men will be advised and instructed after they go on the land. Short local courses will be provided dealing with the more advanced phases of instruction. Under the soldiers' settlement scheme as now being carried into effect the soldiers will not be settled in separate communities, but scattered throughout the province, wherever suitable land is found available, in settled communities close to railways, preferably in mixed farming districts."

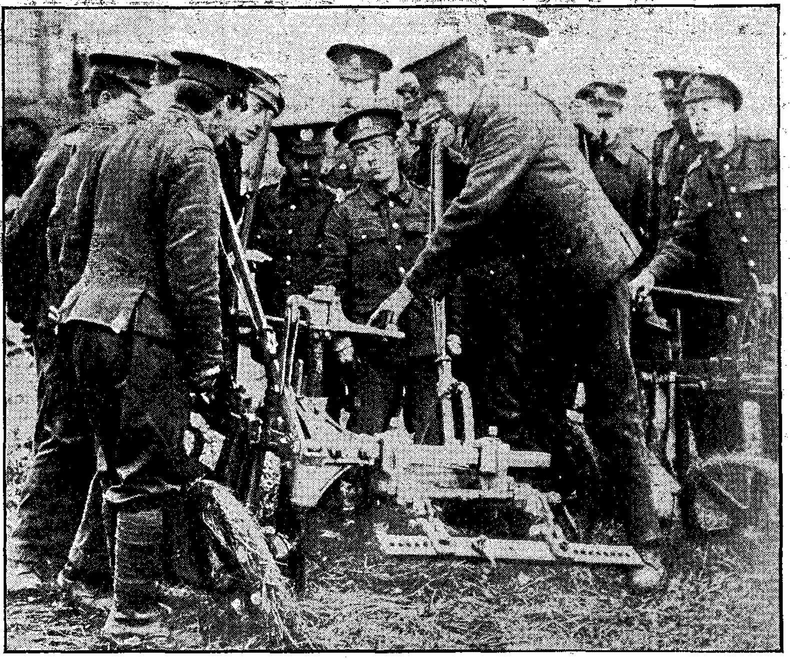
The Toronto *Globe* informs us that the Soldier Settlement Board has taken "a very practical step" to enable soldiers to engage in farming, by arranging with a number of the leading agricultural implement firms in Canada to give soldier-settlers reduced prices on implements, wagons, harness, blankets, etc. It also proposes to make similar arrangements with other manufacturers and with second-hand dealers. From *The Globe* we learn further that the Board has the power to advance to a soldier $7,500 on the purchase of land, live stock, buildings, and equipment. In Manitoba by March 1, 1,216 men had been assisted with loans averaging $1,400, making in the aggregate more than one and a half million dollars. What farming opportunities are in Canada may be gathered from a statement of Sir Robert Borden, the Prime Minister, who calls Canada's "first great asset" her "enormous area of fertile land," of which only a fraction has been brought under cultivation, and he proceeds:

"During the past three years, under the stimulus of war-conditions, the land under cultivated crops has been increased by 6,000,000 acres, and it is anticipated that this enlarged area will be maintained and advanced. Within the past four years the number of cattle in Canada has increased by more than 40 per cent., horses by 25 per cent., hogs by more than 20 per cent., and sheep by more than 40 per cent.

"Careful provision for the settlement on land of men who have served in the Canadian and Allied armies has been arranged by legislative enactment. The assistance proposed is of a liberal character, and the success which has attended the proposals in their early operation gives promise of excellent permanent results."

RADICAL SHELL-FIRE ON PARIS

Bitter flings at the Peace Conference are now coming from radical organs which rejoice at every ruction in sight and hope for more. Thus the radical Turin *Stampa* exclaims that the first ripe fruit of the Paris Conference is the Hungarian Revolution, and it thinks the work of the Conference promises even more delicious fruits for Europe as it hugs to its breast the rather acid satisfaction of witnessing the verification of "all our easy prophecies." The Conference was intended to harmonize the nations so they could form the United States of Europe, but it has arrived merely at an alliance between a few Powers who wish to make sure their own hegemony. It was called together in the name of democratic ideals, we read, which had been preached for four years to all the nations of the world, but it has excluded from its deliberations the peoples for whom order was to be restored in Europe. The *Stampa* goes on to say scornfully that the Conference has created a new state—Poland, between Germany and Russia, without consulting either of these two nations so directly concerned. Again, it charges that the Conference added to the territory of Roumania without heeding the views of Russia and Hungary, at whose expense this additional territory was secured. The whole map of the fallen Austrian Empire has been cut up with the sole object of securing advantage to the Powers, and "with no aim save injury to those on whom they were performing these surgical operations." The *Stampa* continues:



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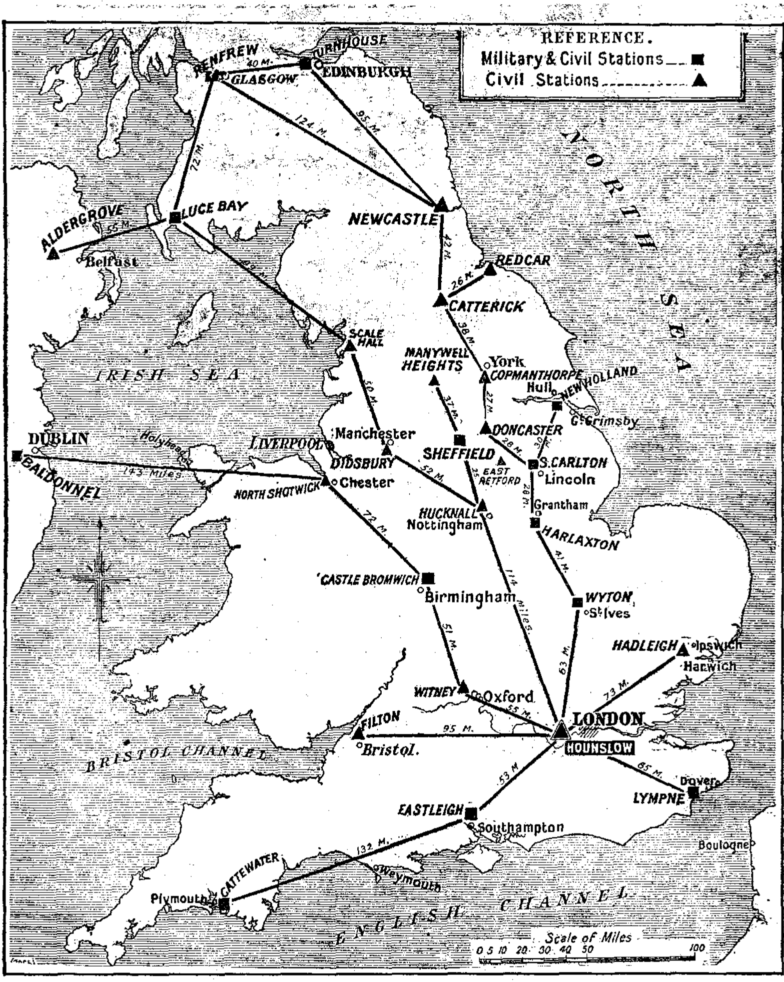
THE FIGHTING MEN'S PEACE WEAPON.

British soldiers receiving instructions in the working of a plow at the school for scientific farming founded by the Board of Agriculture.

"It did not matter that this meant the negation of those ideals and conceptions of right which had been volubly proclaimed during the war. These proclamations were only instruments of war. The tragic part of it is that the nations have taken them seriously. . . . Because they realize that they are being led to death, not to life, they revolt, and revolution is at present their only choice of weapons. They revolt with the hope also of dragging along with them all other malcontents. The revolution will perhaps produce temporary confusion and conflagration, but it may also clear the air. Perhaps these people are doomed to die, but to die matters little when the reasons for living are gone. The Hungarian Revolution is a symptom of what is brewing and will surely happen throughout Central and Eastern Europe."

ARRIVAL OF THE AGE OF AIR

A NEW ERA began on May 1 with the announcement of the British Air Ministry that on and after that date civilians might travel through England to Scotland, Ireland, and the Continent by seven great Air Ways, and thus begins, as the London *Daily Mail* remarks, the "Age of Air." Ten years ago such an event would have appeared beyond the bounds of possibility, but to-day Great Britain has the machines, the pilots, and the airdromes, while air-routes are precisely laid out according to the accompanying map. *The Daily Mail* foresees at no distant date such a development of air travel that for business or pleasure people will buy tickets for the Continent and India by air as naturally and readily as they now take them by steamer and train. As to the safety of air-travel, we are advised that the Air Ministry is responsible for the inspection of machines and the examination of pilots, and *The Daily Mail* avers that the public will look to it to see "that the new service is neither hampered by excessive regulation nor endangered by careless operation." This new era in the history of the world, according to the Dublin *Freeman's Journal*, is as fateful as that which opened out when Stephenson completed his trial trip with the railway-engine ninety years ago, or when the good ship *Sirius* voyaged under steam from Cork to America. To the war the world owes "the conquest of the air," a phrase that was presumptuous a dozen years ago, but may now be used with propriety. This Dublin daily reminds us that in these latter days we have read of all sorts of citizens making flights, "Cabinet Ministers speeding through the air from London to Paris and back on affairs of state; Easter holidaymakers, on pleasure bent, flying from town to town in England, or, as two groups did, making a circuit of the United Kingdom." It is little wonder, consequently, that the announcement of the freeing of aviation for civilians has not caused any evident thrill, says *The Freeman's Journal*, which proceeds:


REFERENCE.
Military & Civil Stations ■
Civil Stations ▲
RENFREW
40 M.
TURNHOUSE
GLASGOW
EDINBURGH
124 M.
95 M.
72 M.
NORTH SEA
ALDERGROVE
55 M.
LUCE BAY
Belfast
NEWCASTLE
42 M.
REDCAR
26 M.
CATTERICK
38 M.
SCALE HALL
MANYWELL HEIGHTS
York
COPMANTHORPE
NEW HOLLAND
Hull
Gt Grimsby
IRISH SEA
50 M.
37 M.
27 M.
DONCASTER
30 M.
Manchester
DUBLIN
Holyhead
LIVERPOOL
DIDSBURY
SHEFFIELD
28 M.
S.CARLTON
Lincoln
BALDONNEL
143 Miles
NORTH SHOTWICK
Chester
52 M.
25
EAST RETFORD
28 M.
Grantham
HUCKNALL
Nottingham
HARLAXTON
72 M.
41 M.
CASTLE BROMWICH
Birmingham
114 miles
WYTON
St Ives
HADLEIGH
Ipswich
Harwich
51 M.
63 M.
73 M.
WITNEY
Oxford
55 M.
FILTON
95 M.
LONDON
Bristol.
HOUNSLOW
BRISTOL CHANNEL
65 M.
53 M
Dover
LYMPNE
EASTLEIGH
Southampton
Boulogne
132 M.
CATTEWATER
Weymouth
Plymouth
ENGLISH CHANNEL
Scale of Miles
0 5 10 20 30 40 50 100

CHARTING THE AIR FOR CIVILIAN FLIERS.
Air-routes and stations in Great Britain.

> "In the rules under which flying must be conducted there must be wide-spread interest. They have been outlined by General Sykes, Controller-General of Civil Aviation. So far as the safety of the public and of the persons engaged in the management and control of machines is concerned they differ only from the regulations governing railways and sea-craft in having a greater degree of stringency. Pilots, navigators, and engineers must pass a medical test; every machine must be registered, and, before being registered, it must be thoroughly tested. The rules affecting passenger-cars provide for a definite load—there can be no 'strap-hanging' in the air; every car will be inspected before it sets out on its trip by a competent person other than the pilot; and wo betide the passenger who throws anything overboard, ballast—that is to say, fine sand—or water being the only matter that can be flung out during the trip."

In an announcement of the British Air Ministry we read that hitherto much of the progress in aviation has been due to war and war-conditions, with the result that at first the majority of machines used in civil aviation will be either actual war-models or war-models adapted, but—

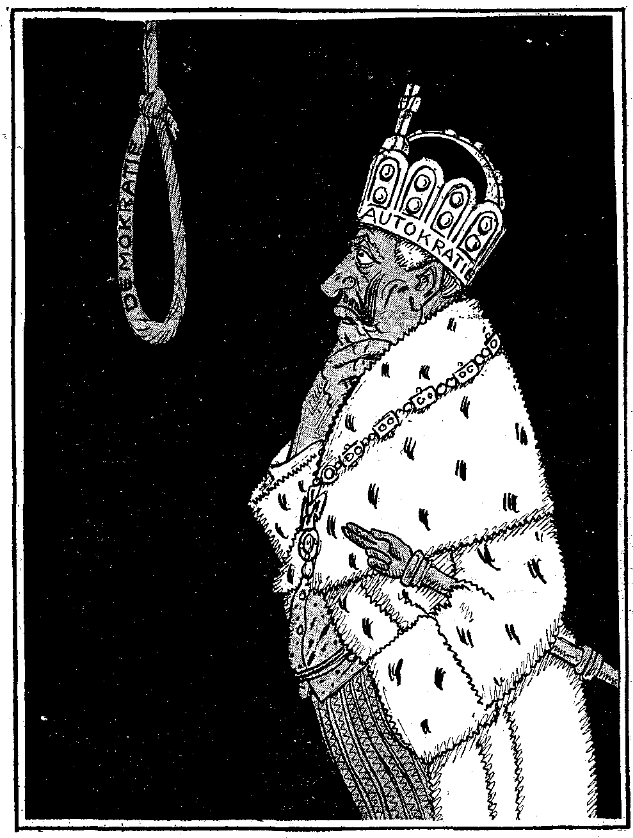
> "Types more suitable for pleasure and commercial work are already beginning to make their appearance, and for them, as has been the case with the earlier war-models, rigid care and supervision in regard to construction and air-worthiness will have to be insisted upon for the safety of the traveling public, and also the public which does not travel.
>
> "For this duty the Air Ministry will continue to be responsible. It will not in any way hinder development by imposing inspection on inventions or purely experimental machines, but it will insist on the inspection and certification for general air-worthiness of any passenger-machine plying for hire. Not only the machine, but also the pilot who carries passengers and the airdrome where he lands will be liable to periodical inspection, and if they are not passed as fit the license is liable to be withdrawn."

The Manchester *Guardian* concedes that the control of the Air Ministry, which is a very strict one, so far as the qualifications of machines and pilots are concerned, is commendable, but remarks that:

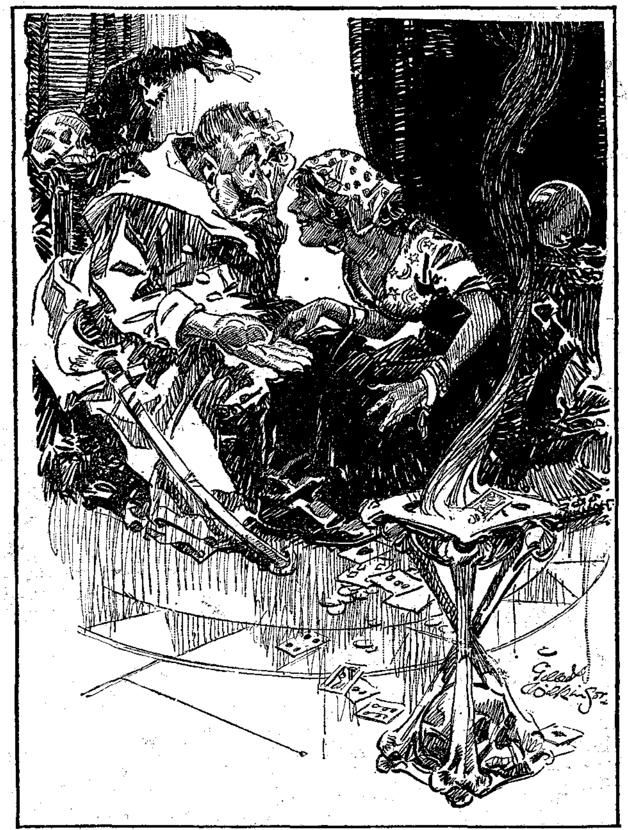
> "There seems to be some danger, in spite of assurances to the contrary, that the progress of invention may be thereby delayed. The development of the aeroplane for commercial purposes has not yet gone very far, and a great deal of experimental work, such as the Air Ministry themselves are engaged upon, will have to be carried out before settled types begin to emerge. Inspection of design is perhaps a necessary preliminary before the granting of a license to carry passengers, but it is also liable to abuse. The withholding of a license should be based less upon theoretical objections to design than upon practical experience of what a particular type of machine is found capable of doing. But no one can object to the stringency of the other regulations, such as the compulsory independent inspection on the day of flight or the strict adherence to a maximum load."

The purpose for which the aeroplane is to be used and the man to fly it, remarks the London *Times*, will both have to be taken into account by the licensing authority, "for the monotony of straightforward flying soon becomes deadly, and there will be many temptations to the civilian flier to indulge in risks." This curse of monotony to those who are expert in aircraft eclipses its first raptures as surely and even more swiftly than the sameness of bicycle-riding pursued and conquered its early joys, and *The Times* continues:

> "But still, for the mere layman, there is a thrill in the conquering sight of the aeroplane or airship triumphing over the air; . . . But let no one imagine that all that has to be done is to buy or hire an aeroplane and to launch into the air. The regulations are stringent and comprehensive, quite rightly and of necessity, and they must be observed strictly."



KAISERLY CONTEMPLATION.
—*De Notenkraker* (Amsterdam).



NOT A PALMY FUTURE.
—*The Passing Show* (London).

"I *MUST* HAVE BEEN CRAZY."

"WILLIAM HOHENZOLLERN TO THE BAR"

THAT will soon be the call of the Clerk of the Court of Nations, say some editorial observers who wonder whether the jury will hold him guilty of the war and its barbarities, or whether they will be imprest by the arguments of some of his German defenders that his case is a matter for the alienists. Then, too, there is the question whether as the head of a sovereign state he can be charged and tried as a common criminal. From certain Berlin dispatches we learn that the indictment of the ex-Kaiser by the Entente in the report of the Commission on the Responsibility of the Authors of the War and on the Enforcement of Penalties "created little excitement among the people." The explanation given is that whatever level-headed Germans remain are so much in terror of "Spartacus and his Independent and Communist friends" that they have no time to think of anything else. By the majority of the German people, we are told, the ex-Kaiser is regarded as "a theatrical villain whose vainglorious all-mightiness led to Germany's downfall. They blame him for not dying on the battle-field instead of fleeing, coward-like, from the consequences of his own misdeeds." They are so sore over the fact that such a man should have ruled them for thirty years, Berlin dispatches further advise us, that if a plebiscite were taken, they would surrender him to the Allies by an overwhelming majority.

We find the ex-Kaiser pleasantly nicknamed the "grave-digger of Germany" by Count Hoensbroech, an avowed monarchist, who says in his book, "The Abdication and Flight of William II.," that—

> "The rotten branch on the Hohenzollern tree must be broken off, so that the tree may once more bloom and flourish. William II. is superficial, frivolous, vain, and autocratic; a lover of pomp; proud of his money; void of seriousness; a petty worshiper of his own petty self; without one trait of greatness, a *poseur*, an actor, and, worst of all for a ruler, a coward."

The Berlin *Deutsche Zeitung* calls attention to the unpublished third volume of Bismarck's "Reflections and Reminiscences," in which the ex-Chancellor indicated that William II. suffered from incipient insanity, due to an affection of the ear, which caused him suffering throughout his life. We are told that with the ex-Kaiser's permission Bismarck called medical experts before his break with William II., and their judgment indicated the influence this affection would probably have on the mind of the Imperial patient. Certificates to this effect given by these physicians are said to be included in the volume. Lately a famous German physician completely nonplussed a number of sentimental adherents of various classes, most of whom were women, who wished to arrange an indignation mass-meeting to protest against the trial of the ex-Kaiser. This medical man said to them coldly: "Place him under the observation of specialists in mental diseases and he probably will never be tried." Of entirely different temper is Prof. Theodor Schiemann, who, in the Berlin *Tägliche Rundschau*, says that the trial of the ex-Kaiser would be "a most shocking disregard of international and moral laws beautified by tradition," and he adds that "only the bad conscience of the Five Powers—America, England, France, Italy, and Japan—which would be his judges, can make us comprehend this demand."

But that the attitude of the Commission on the Responsibility of the Authors of the War and on the Enforcement of Penalties is not sufficiently strict to satisfy certain sections of the British press may be gathered from the observation of the London *Pall Mall Gazette* that—

> "The men who wantonly made war were the wilful authors of butchery upon a scale never dreamed of, and in the sole interests of a vile ambition. Yet the Commission propose that upon this count there shall be no prosecution and no punishment. The man who takes one life may be hanged; the potentate who for no worthier motive wipes out millions is to undergo nothing worse than 'a formal condemnation by the Conference.' We should hope there is enough imagination in the Conference itself to save it from the adoption of so futile and self-stultifying a judgment. There can be little confidence reposed in a League of Nations if the Powers which are to compose it can find no sterner recompense for the blackest of all deeds than a verbal expression of their own pious horror."

SCIENCE AND INVENTION

NEW DRINKS FOR OLD

As THE CHANCES for further use of alcoholic beverages become slimmer, those who are shortly to be deprived of them are being offered a large choice among exotic drinks, some of which, we are told, are to "take the place of" beer or whisky, or whatever it may be. We need not mention familiar liquids like tea and coffee, which are also prominent candidates for "America's National Drink." One of the most interesting and promising of the foreign entries, which may well prove to be a "dark horse," is the herb called in South America maté and with us "Paraguay tea," altho it is so little known in this country that most of us do not call it by any name at all. It is, however, widely used and liked in Spanish-American countries, and a determined effort is apparently to be made to popularize it here, the advent of prohibition being considered a propitious time. Writes Harold Jewell in *The Grace Log* (New York) under the title "South-American Maté—a Coming Beverage":

Illustrations from "O Livro do Maté," São Paulo, Brazil.

MATÉ-TREES—SOURCE OF A NEW DRINK TO REPLACE OLD ONES.

Maté, the beverage, is said to be harmless, but after the third cup "you feel strangely tempted to talk of confidential subjects, to think of the past, or dream of the future."

"Maté is a product of Brazil and Paraguay, in which countries the Spanish and Portuguese conquerors of the sixteenth century found that it was largely used by the native Indians. . . . The Europeans who during the last three centuries have settled in these South-American countries have adopted maté largely on account of its valuable qualities in hot and depressing seasons, and as a preventive of hunger and fatigue. The herb is at present a familiar beverage, not only in countries of production, but is largely exported to neighboring countries (Uruguay, Argentina, and Chile), where its qualities are well understood and appreciated.

"In spite of the fact that coffee, tea, and chocolate are strongly and attractively pushed in these countries, they have not succeeded in displacing maté—and of their 40,000,000 consumers it is estimated that about 19,000,000 are more or less regular maté-drinkers.

"The chemical composition of maté is in respects similar to tea and coffee, but according to comparative analysis made:

"Maté contains almost no essential oils.

"Maté contains much less tannin than even coffee.

"Maté contains less caffein or alkaloid than either tea or coffee.

"For some reason not yet clear, the properties of maté are such as to produce an exhilaration similar to that of beer, without any of the deleterious after-effects generally attributed to beverages containing alcohol. Just before the outbreak of the war an extract of maté was placed on the market in Germany, called 'Yermaté' or 'Yermeth,' which when added to seltzer or other carbonic-acid waters, natural or artificial, presented a beverage similar in color to either light or dark beer, according to the quantity of extract added. . . . . . .

"The article is already cultivated on a large scale, and its cultivation can be rapidly increased to almost any desired extent. The total production is not exactly stated, but the statistics show that the yearly exports are about 57,000 tons, the valuation of which is stated at 51,000,000 milreis, or about $17,000,000 American gold, or an average value of about 13½ cents per pound. The attractive strength of the article can be appreciated from the fact that, using one teaspoonful per cup, and allowing five minutes to one complete infusion, it is usual to obtain from eight to ten infusions from the same original portion. . . . . . .

"There are fourteen ports in Brazil through which this product is exported, but more than half of the entire output passed through the Paraná ports of Paranagua and Antonina. Maté comes near the head of the list in quantity among the 'nine principal articles' of Brazilian exports. Among its other good qualities this beverage is said to possess peculiar efficacy as a cure for alcoholism. When the whole world goes 'dry,' as it seems to be doing now in large spots, perhaps the magic Brazilian *herva maté* will come to its own, and then Paranagua, lying drowsily at its flat island-strewn littoral, will be one of the best-known rather than a little-known seaport city."

A Chilean young lady, Miss Graciela Mandejano, writes for the Latin-American section of the New York *Sun* a description of maté, including its ceremonial uses in South-American society—apparently now a thing of the past. She says:

"The old-fashioned drink has an agreeable taste and is no doubt a good antidote for depression, but its preparation requires such elaborate paraphernalia and tradition requires that it be served so leisurely that these two considerations will probably prevent maté from being democratized.

"It is difficult to imagine drinking and enjoying a cup of ready-made maté poured at a lunch-counter from a big boiling kettle after you are accustomed to the South-American way of serving it, always quiet and slowly, creating intimacy in a homelike atmosphere.

"Of course, altho the process even in South America is nowadays very simplified, the traditional way had its *raison d'être*, or better, its explanation, since maté-drinking was perfected and became a social ceremony at a time when people had little to do and scarcely any amusements and time was slow after *siesta* hours in the big houses with long corridors and sunny, quiet gardens.

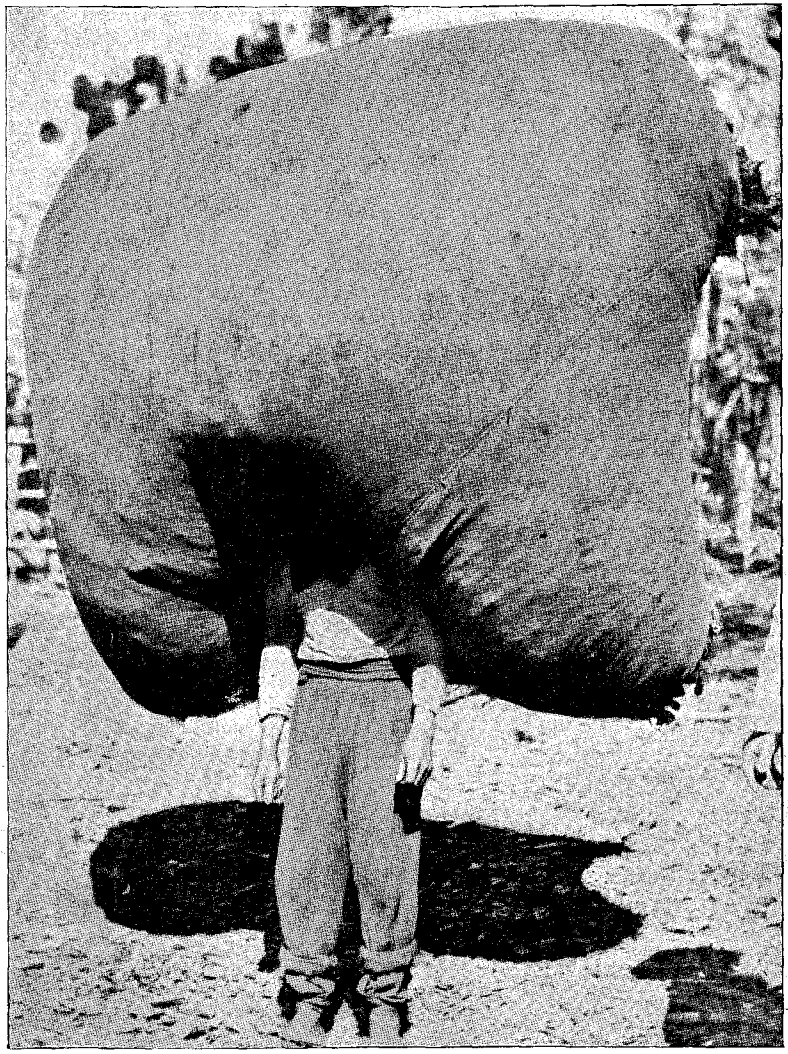
"Visiting and gossiping were then the chief source of amusement, and maté was considered a suitable refreshment at a time when tea was practically unknown.

"Those beautiful maté parties are to-day only a memory, and nobody would think of offering this drink to a new acquaintance. . . . . . .

"But maté is only apparently becoming a thing of the past, for its adepts in almost every home find it difficult to dispense with the sensation of peace and repose that comes over you when you are sitting on a low stool in front of a polished copper brazier where the shining kettle makes guttural, monotonous sounds. Perhaps the big, lazy family cat purrs softly by your side, while the dear, white-haired lady who sits across the fire tells you how wonderfully the country has developed and how the city has grown during her lifetime from a big village into a bustling, beautiful, modern, populated city.

"In the meantime, with trembling fingers, she is busy toasting sugar for the maté on the red-burning coals. Finally, she hands to you the maté cup, whose boiling contents you are supposed to sip through a silver tube. The bitter-sweet beverage, strangely perfumed with a leaf of *cedro* plant, is different at every sip, and you feel tempted to accept a second and a third cup. It is very hot and you must drink slowly; there are much understanding and sympathy in your hostess's eyes, and you feel strangely tempted to talk of confidential subjects, to think of the past, or dream of the future. When you have spent an afternoon in this way and drunk two or three cups of maté you can say truthfully, if you are a foreigner, that you have had a better opportunity to appreciate the hospitality of the people in the country you visit than if you had been in a museum or an old cathedral.

"It seems as if we might expect to drink maté-tea just as elaborately prepared in any of the famous cabaret-rooms of New York. We might also hope to be invited in the not distant future to attend a maté party in a fashionable New York mansion, where maté will be served in front of an open fireplace while the wind roars and the snow falls heavily in the motor-crowded avenue."



BRINGING IN THE LEAVES.

Bowed under his balloonlike bag of unsorted maté-leaves, this man is helping harvest a South-American crop now worth $17,000,000 a year—and prohibition of stronger beverages in the United States may increase its value.

DISINTEGRATIONS OF PERSONALITY

YOU ARE NORMAL, it seems, if your component action-elements are harmonious. And if they fit in with your environment, then you are efficient. At any rate, so it is put by Professor J. R. Kantor, of the University of Chicago, in an article contributed to *The Journal of Philosophy, Psychology, and Scientific Methods* (New York, April 24). When the elements of action are inharmonious, he informs us, we have the first stages of mental disease. There is usually not only a defect of immediate adjustment, but a failure to develop any considerable intelligence. The victim becomes an idiot, an imbecile, or a moral delinquent The next type of maladjustment is when there is normality, but inefficiency — the man's action-elements are in tune with each other but not with his environment. To quote and condense further:

"The defective persons included in this group are incompetent to meet the requirements of the moral and social environment which demands adjustment. We can indicate for practical purposes four fairly distinct types of faulty development.

"We may take as our first case the personality of the moral delinquent. These individuals have built up action systems which are entirely incompatible with the environing society. Typical examples of these persons are the pathological liars and swindlers. The second type of defective personality which is accounted for by wrong development is the paranoiac. This type of person from his early years builds up habits of shunning others, is suspicious, and bears a general attitude of isolation and persecution.

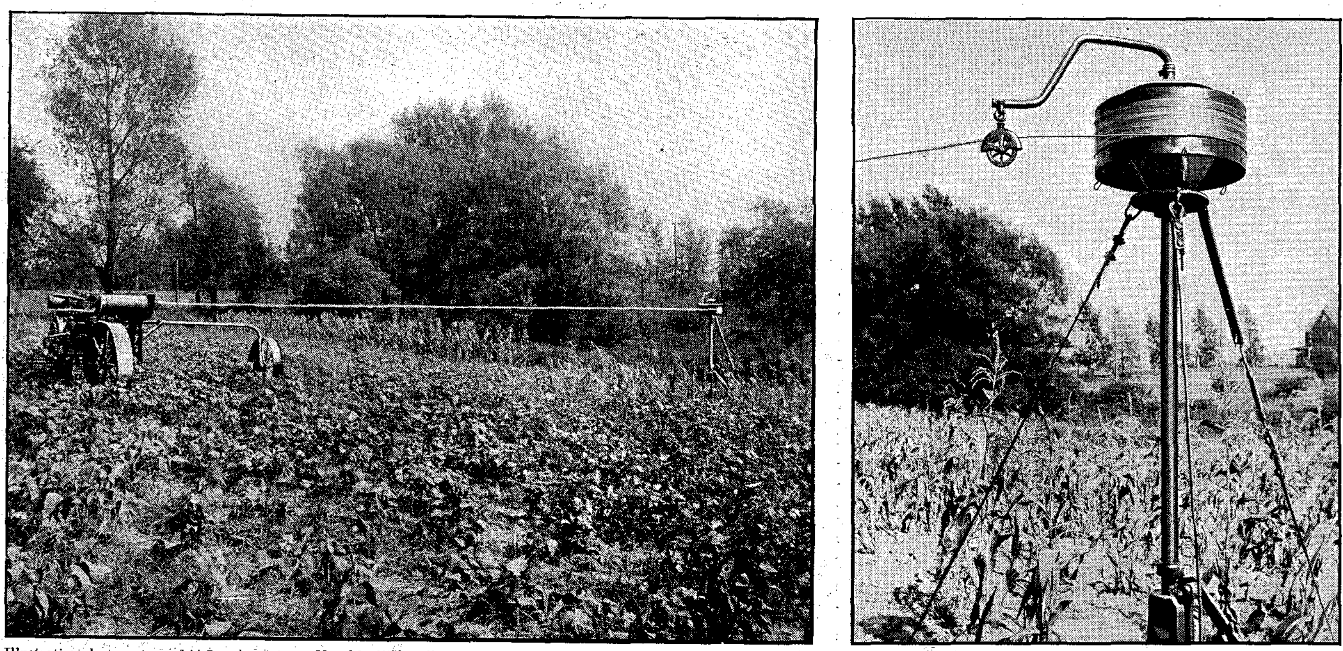
"The paranoiac type of personality defect may be distinguished from some of the other types by the fact that it is a slowly developing system of acquired reactions which are out of harmony with the requirements of the group in which the individual finds himself.

"We must consider next the great class of individuals who are grouped under the heading of psychoneurotics. The individual's responses are so out of tune with each other that he loses control over his environment. An English soldier says of his obsessions: 'I know I'm a damned fool and it's rot, but there it is; I can not help myself.' In this same class are the persons who look with suspicion and doubt upon all the world and its objects. Such types are the so-called metaphysicians, who can not go through a day without experiencing the most violent anguish because they can not explain how the world was created or whether a God exists."

Then there are the neurasthenics, some of whose habits interfere with the ordinary activities of their normal neighbors, and the hysterical persons, whose response to ordinary objects is often abnormal and out of control. Of these he says:

"In a general way we might look upon the development of hysterical individuals as persons whose instinctive tendencies can not harmonize and develop coordinately in the particular environment in which they are thrown. The secret of the value of Freudism lies in the fact that the Freudians worked out fairly well the conflicts and confusions which center about one of the important bases of human nature. When psychologists work out as well the mechanisms of development for the other equally important foundation-stones of human personality, we shall have reached an important stage in understanding personality and its pathological states.

"The facts of pathological personalities offer numerous warnings against considering them as definite fixt kinds of defects. Human personality is a dynamic object of extreme complexity, and can not be assumed to function in an inflexible and constant manner. The disintegrations of personality can not be reduced to rigidity, because personality can not in any sense be said to develop in a regular and orderly way."



Illustrations by courtesy of "Popular Science Monthly," New York.

"THE LAZIEST MAN ON EARTH CAN SIT IN THE SHADE AND FAN HIMSELF WHILE GASOLINE DOES HIS WORK."

On the left the synmotor is cultivating a field all by itself; on the right is the steering apparatus drawing it ever closer to the center.

FARMING IN SPIRALS

AN AUTOMATIC CULTIVATOR that runs in a spiral and steers itself is described by a writer in *Popular Science Monthly* (New York, May). Of course the farmer who uses it must give up the old straight-line plan, and plant everything in spirals, but this would seem to be no real objection to the device. The writer calls it "a farm-hand that never tires or asks for pay," and he calls on his readers to "sit on the porch and watch the synmotor work"—this being the name with which the machine has been baptized. It may be detached from its central drum, if desired, and may then be used like any other motor—to churn butter, for instance. The writer says:

"It was not alive, apparently, and no human being seemed to be concealed about it, and yet the thing was seen cultivating a ten-acre farm in New Jersey. Down the rows of corn it went all alone, and never bruised a blade or chopped a root. It was uncanny to any one who had never beheld such a sight before, and even to some who had.

"It worked nights, too. Dimly outlined in the white moonlight, it could be seen threading its way with almost human intelligence and with mathematical precision, while the farmer slept peacefully in his near-by mansion and dreamed of waving corn-tassels. Around and around the field the thing moved, around a center which it continually approached. The corn had been planted in a spiral formation about a tall post capped with a circular drum or cask.

"Close inspection reveals a thin wire extending to a central drum, around which the wire winds itself as the work of cultivating proceeds. That explains the spiral movement. The wire shortens itself by the same amount each trip around, and is used for steering the machine. Yes, it is a machine, after all. The wire, being perfectly tempered, can not stretch, and an electro-coated surface protects it from rust. Its total weight is less than two pounds; yet a pull of six hundred pounds is required to break it.

"The machine is a narrow tractor of special make, and it is called a 'synmotor.' The engine is a compact but very efficient gasoline type of about four horse-power. To the framework can be attached any of the usual implements for cultivating the land. Plowing, hoeing, harrowing, and the many other operations are performed in the spiral path as well as in the straight course. A gang-bar for the attachment of the implements may be used so that several rows may be cultivated at the same time.

"When the synmotor is utilized on a large scale, the farm is divided into convenient ten-acre circles, each section being planted and cultivated separately. Any vacant spaces between adjacent circles can be utilized for fruit-trees, buildings, or the like. For that matter, the intervening spaces can also be cultivated by merely disengaging the steering wire and utilizing the tractor in the customary manner.

"For intensive farming and overlapping seasons, the accuracy of the synmotor in following a given track is of great advantage. The machine does not disturb the small plants, and it can work very closely to the rows. The working tools are spaced the exact distance between rows and do not swerve from the spiral course. Strawberries, peas, and other vegetables can be cultivated with the synmotor.

"With such a machine as this the laziest man on earth can sit in the shade and fan himself while gasoline does his work."

THE NEW PLANT QUARANTINE

QUARANTINE NO. 37, which is the name of the new and strict regulation governing the importation of plants and plant products, seems to be looked upon with favor or disfavor according to circumstances. On one hand, the Department of Agriculture tells us that it has been promulgated to check so far as possible the introduction of dangerous crop enemies. Experts estimate, we are told, that the losses caused by the pests already introduced, for the most part through the agency of imported plants, aggregate half a million dollars annually. But apparently the florists and dealers do not thank the Government for "protecting" them. Some of them charge that the order is confiscatory and destructive of their trade, and that those florists who support it are doing so only because they see in it an opportunity to corner the market. Some even hint that it is unjust to the plant industries of devastated Europe, and therefore likely to get us into international complications. Important provisions of the quarantine, as given out by the Department and quoted in *The Journal of Heredity* (Washington, May), are as follows:

"Requires permits and compliance with regulations for importation of lily bulbs, lily-of-the-valley, narcissuses, hyacinths, tulips, and crocuses; stocks, cuttings, scions, and buds of fruits for propagation; rose stocks for propagation, including manetti, multiflora, brier rose, and rosa rugosa; nuts, including palm-seeds, for propagation; seeds of fruit, forest, ornamental, and shade-trees, seeds of deciduous and evergreen ornamental shrubs, and seeds of hardy perennial plants.

"Leaves unrestricted, except in special cases, importation of fruits, vegetables, cereals, and other plant products imported for medicinal, food, or manufacturing purposes; and field, vegetable, and flower-seeds.

"Excludes, except as noted in next paragraph, all other classes of plants for propagation, including fruit-trees, grape-vines, bush fruits, grafted and budded roses, forest, ornamental, and deciduous trees, ornamental and deciduous shrubs, pine-trees of all kinds, broad-leaved evergreens (such as azaleas and rhododendrons), and a long list of plant material commonly known as florists' stock.

"Excluded plants may still be imported through the agency of the Department of Agriculture, in limited quantities to supply the country with novelties and necessary propagating stock, such entry being safeguarded by the highly developed inspection and quarantine service which has been organized by the department."

The magazine above named goes on to say:

"The conditions of entry of these various classes of plants and plant products are given in the regulations under the quarantine. A news-letter giving more detailed explanation of the conditions governing importations still permitted will be shortly sent by the Department of Agriculture to all horticultural, nursery, and florist trade journals.

"Quarantine No. 37 represents years of careful consideration given to the subject by the experts of the Department of Agriculture, and of the several States, and of the interests concerned, followed by a public hearing, and subsequent further investigation and consultation with the principal nurserymen and florists of this country. The quarantine, therefore, embodies the best judgment of the plant experts of the department, and of the several States, concurred in by most of the interests engaged in actual plant production. It voices the belief that the policy of practical exclusion of all stock not absolutely essential to the horticultural, floricultural, and forestry needs of the United States is the only one that will give adequate protection against additional introductions of dangerous plant diseases and insects."

CURVED FURROW OF THE SELF-STEERING PLOW.

The opposition to the plant-quarantine is well represented by *The Garden Magazine* (April), which has the following, among other things, to say about it:

"The Federal Horticultural Board keeps reiterating that the need of greater restrictions on plant importations is being urged upon it by 'associations representing State Departments of Agriculture, State nursery inspectors, and official entomologists, and plant pathologists of the United States'; and, further, that 'similar requests have been received from National and State Forestry, Horticultural, and other associations, and from many leading nurserymen and florists.' It is easy to make general assertions, and to give them a semblance of weight; but up to the present writing the Federal Horticultural Board has not seen fit to enumerate specifically these associations, nor to give the names of the many 'leading nurserymen and florists.'

"That some associations have been led to indorse the proposed quarantine is true. That a few nurserymen and florists, seeing in it an opportunity to corner a market, are giving it practical support is also true. One active supporter, at all events, is reported as having placed hurry orders abroad for a large supply of certain evergreens which are to be delivered prior to June 1.

"The Federal Horticultural Board proceeds under an act of Congress in 1912 authorizing the Department of Agriculture to take steps from time to time in order to give protection against the importation of diseased or insect-infested plants. The Secretary of Agriculture, empowered by this act, delegated his authority to a board now known as the Federal Horticultural Board. This board is composed exclusively of entomologists having no acquaintance whatever with the interests, needs, and scope of the gardening activities of the country. . . . . .

"The order is confiscatory, and destructive to the nursery trade of the East; and it has been stated by an authoritative representative that the estimated loss to business through these restrictions may be as much as 40 per cent.

"The order is injurious to American horticulture generally, through cutting off access to the world's supply of plants and at a time when the people of the country are turning more definitely, assiduously, and enthusiastically to gardening than ever before in the history of the country.

"The order is ineffective in that it can not guarantee the immunity which it is supposed to produce, since hemp, rope, jute, and thousands of bales of peat-moss litter and such like material are still likely to bring in insects in the future just as they have done in the past. . . . . .

"The ignorance of the board as to actual commercial conditions might be illustrated in many ways, but perhaps this is as illuminating as any: Plants are admitted so long as they have no sand, soil, or earth—the evident danger-carrier being the sand, soil, or earth. The amount of such materials used in packing the plants is infinitesimal in comparison with the enormous quantities of sand, gravel, and clay entering the country in the form of ship ballast at any of the ports. In one season come to one large port many more tons of such material than come in on plants at all ports in a great number of years. One horticulturist investigating this point was offered 8,000 tons of such ballast sand in one lot at the port of Philadelphia; and such ballast material is carried inland and is used for grading and filling, sold to potteries, and for other industrial purposes."

Despite a flood of objections, of which the above are typical, the plant quarantine has now been sustained by the Secretary of Agriculture on appeal, in a decision declaring it "scientific in origin and sound in principle." After reviewing the various criticisms, Secretary Houston says, as quoted in *The Weekly News Letter* of his department (Washington, April 30):

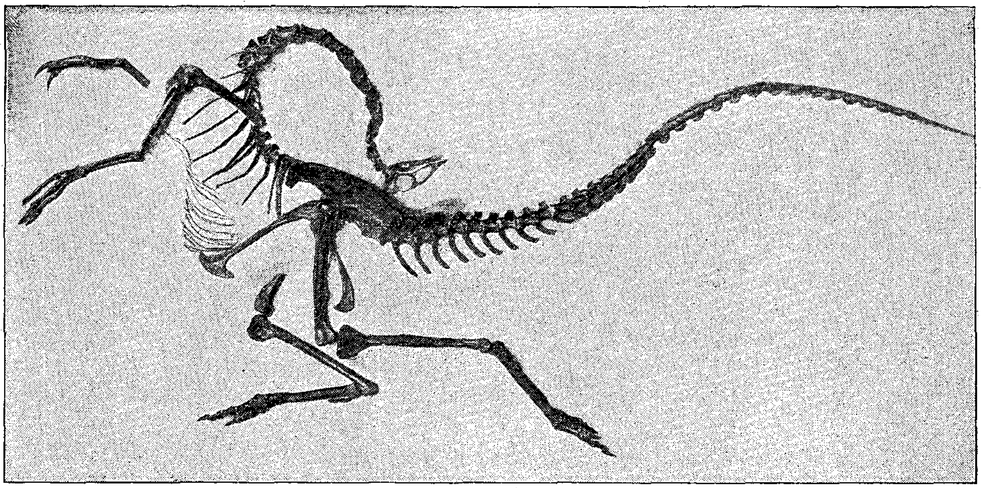
"Necessarily, there are all kinds of gradations, both in the risk of disease or infestation, and in the importance or necessity of the various plants considered. Where the necessity is at the maximum, and the risk is toward the minimum, the quarantine will be found to be inoperative, as, for instance, in the case of fruits, vegetables, and cereals for food and similar purposes, and field, vegetable, and flower seeds. When, on the other hand, the risk is at the maximum and the necessity is at the minimum, the quarantine is found to be strict, as, for instance, in the case of plants whose roots are balled in ordinary earth. . . . . . .

"It is recognized that the enforcement of certain features of this quarantine order will injure some horticultural interests, not only by necessitating readjustments, but by the possible loss of some lines of profit. Such provisions, however, have been inserted only because it was believed, on satisfactory evidence, that they were necessary in order to protect the wider interests of the public at large.

"It is recognized that some of the plants and plant-products whose importation has made them more or less popular will become rarities until they can be produced in this country; and if, as seems likely in a few cases, this turns out to be impossible, it will be necessary for the public to do without them or to accept a substitute which can be produced here or which can be imported with safety."

WHAT DID FOSSILS DIE OF?

THE FACT THAT THE FOSSIL SKELETONS of animals usually have the head bent backward has suggested to some geologists the possibility that they perished of some disease of which this is a symptom. The corresponding condition in man is known to physicians as "opisthotonus," but it is an extremely rare malady and one scarcely ever observed among animals. It is hard to imagine all the mammals of a region regularly dying of it from generation to generation. What, then, caused the bending back of the fossil heads? Professor Bashford, Dean of Columbia, thinks it was the superior toughness of the ligaments at the back of the head. The lighter ones at the front would decay first, and the contraction of the others would then pull the head over backward. The animals, if this is the case, did not die of opisthotonus at all, but probably passed away from a variety of causes, among which personal combat with a bigger animal doubtless was prominent. Writes Professor Dean in *Science* (New York, April 11):



Courtesy of the American Museum of Natural History, New York.

DID HE DIE OF A CRAMP IN THE NECK?

To a physician the distorted neck of this fossil might make it seem so, but Professor Bashford, in the accompanying article, offers another explanation of the bent necks of so many vertebrate fossils.

"Professor Moodie . . . aims to show that the bent-back head which one sees not uncommonly in well-preserved vertebrates, is 'a manifestation of spastic distress' of the creature, 'suggesting a strong neurotoxic condition,' and leading the author even to seek for the infecting bacteria which have given the shortly-to-be-fossilized vertebrate a cramp in the neck. This condition Dr. Moodie compares with opisthotonus in man as illustrated in Bell's painful drawing.

"I wonder, nevertheless, whether it is necessary to seek so far afield for the cause of this head-bent-back position in fossils. This position, every one will admit, is an extremely common one—in fact, most backboned animals show it when they are well preserved—while opisthotonus is, so far as I know, an extremely rare malady. It would trouble one to find recorded cases of it in reptiles or birds, amphibia or fishes: even in mammals collectively the percentage of deaths following opisthotonus would evidently be microscopically small. Then, too, when one of these rare cases died in cramp would it be apt long to retain that position while it floated down a stream with muscles rotting, or while it dried out of its soddenness on a bank of mud, or while deliquescently putrid it became picked more or less to pieces by all manner of sarcophagous creatures? No, it seems to me that what the doctor calls 'opisthotonus' is merely a physical phenomenon which causes the neck region of a macerating vertebral column to bend backward. For on the back of the column are stouter ligaments which hold the bones together: hence when the backbone eventually loosens up in the process of decomposition the bodies of the vertebrate separate earlier than the arches, thus producing the inbent column."

CANDY AS A FOOD

PROHIBITION SEEMS TO HAVE ENCOURAGED the manufacturers of all sorts of foods and drinks to try for a share of the huge sum once expended annually for alcohol. The candy people are now explaining to the patient public that in "calories per pound" their goods are in the front rank. Why not live largely on sugar, and why not ingest said sugar in the attractive form of bonbons? *The Journal of the American Medical Association* (Chicago, May 3) reports that the candy-manufacturers, who have been so severely hampered by the necessity of producing sugarless sweets, are preparing for an increase in their business in the near future. We are told that the people of this country are learning that "candy is as healthful as it is delicious," and that "candy has more calories per pound than any of what are regarded as the ordinary dishes served at meals in the American household." We read further:

"Even the low score of caramels with only 1,400 calories per pound exceeds all but corn and rice among the more familiar dietary components, while milk is left quite in the background with a mere eight hundred calories per quart. We have no quarrel with candy-lovers or with manufacturers of delicious sweets. . . . . .

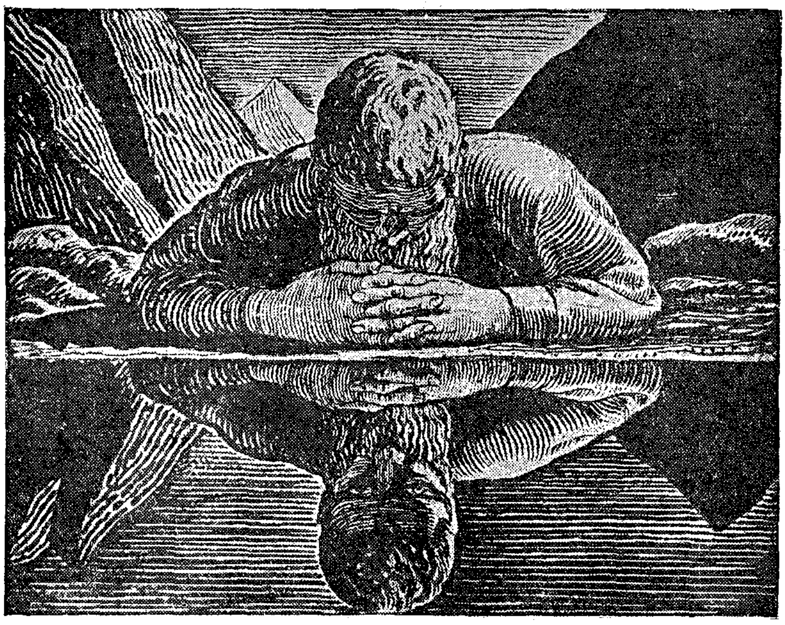
"A properly selected diet represents the inclusion of many items, some of which are not to be evaluated primarily in terms of calories. Every one ought to appreciate, after the nation-wide propaganda for more milk, that the latter food represents nutrient virtues that put it into the cheap-at-any-price class. The green vegetables contribute factors to our diet that candy can scarcely imitate. Even raw meat proved to be a blessing to Stefansson with which the choicest 'package goods' could not compete when his party was threatened with scurvy during their sojourn in the arctic regions. It has been asserted that sugar and sweets, tho valuable fuel foods, are dangerous for children unless the use of these articles is carefully controlled. Writing in the manual of the United States Food Administration, Dr. Ruth Wheeler states of sweets: 'Because of their flavor, it is only too easy to eat too much of them. They are likely to cause digestive disturbances, to take away the appetite for other more valuable foods if eaten at the wrong time, and therefore indirectly to cause anemia and bad teeth. Obviously, they are entirely unbalanced foods, supply only fuel and no building materials in any permanent sense of the word. They must, therefore, supplement and not replace other food. In moderation, as dessert after a good meal, they are in their proper place.' This expresses the crux of the matter: Everything in its place—including candy. To propose that even the most delicious confection shall replace bread and butter, fruits and vegetables, meat and milk, is preposterous. Let candy rest on its long-won laurels."

DEPARTMENT OF SCIENCE AND INVENTION CONTINUED ON PAGE 100

LETTERS - AND - ART

AN AMERICAN ARTIST INSPIRED BY ALASKA

THE CALL OF THE NORTH has perhaps been felt by more writers than painters. Jack London and Frank Norris and Robert Service have thrilled us with the written page and made us feel "the white silence" and all that. Painters are expected to be shy of such melodramatic things as auroras, so Alaska with all its effort hasn't drawn the devotees of the brush and pigment. But a young American who seems to have turned to the frozen North, after a course in Socialism and other radicalisms, emerges a full-fledged mystic—something after the William Blake pattern, tho in his profession of faith he doesn't literally say so. He says other things which the art-critic of the New York *Sun*, Mr. Henry McBride, takes with the saving grains of salt, while he begs us not to miss the flowering of this new artistic talent. Mr. Rockwell Kent, the artist who fled the world's turmoils to interrogate himself in Alaska, is showing his drawings made there, and in Mr. McBride's opinion they constitute "the most interesting event, . . . from an American point of view, of the year." As this statement occurs in the *Sun's* art-page, the writer doubtless limits his observation to this field. Mr. Kent has been a painter and something else besides for a number of years, for he confesses to have "burned the candle at both ends"—a statement that Mr. McBride does not accept with the writer's seriousness. "He has shown paintings of icy waters beating upon the rocky coasts of Maine, and of the snows of even farther north, and in these pictures there were vigor, and breadth, and an almost suspiciously easy accomplishment." Symbolism crept into his painting even before the Alaskan days, and, according to the critic, this became "an event to the artist's friends"; but not to the picture-buying public. Drawings now began to appear, but fared not much better than the paintings. Letting the critic carry on the story:



INTERROGATING HIMSELF.

This Alaskan drawing by Mr. Rockwell Kent may be interpreted in his own phrase: "If I draw a superman he is but the embodiment of my inner and outer vision."

"As drawings they were fully accomplished as the snow and marine paintings had been, but there was a shred of an idea in each, sometimes a poetical idea, and drawings with leanings toward poetry in them frighten our magazine editors to death. They would none of them, in spite of the obvious decorativeness and the clean lines and solid blacks that would have made them so easy for the engraver.

"Rockwell Kent as an illustrator was a failure. The consternation of the friends was great, but most of them secretly envied the artist and would gladly have been so interesting a failure themselves. Of course, Kent could not know this, and so, in despair, sailed away from chilly New York to still chillier Alaska, courting the more bearable misery, he confesses in a letter you shall read, of the terrible wilderness of the North. . . . . . .

"And now he has come back. The drawings on view at Knoedler's number about sixty. Is it any wonder that the faithful evinced more than the usual curiosity? They went and saw not only that the artist had gained in power, but that the curious constellations of stars that had been so evident in the pictures had taken earthly form in the shape of little blue wafers and were perching saucily on most of the picture-frames. These stars indicated 'sales.' Something psychologic had taken place. The indifferent public had melted and was buying Rockwell Kent's drawings as precipitantly as tho they had been Baksts. Rockwell Kent, in fact, was now to undergo the severest test of all—public success. It seems a time for his friends to stick closer to him than ever. . . . . . .

"Racking my brains, I can think of no single instance of an artist who has been permanently helped by fashionable applause, and I can think of many who have been shipwrecked by it. Shelley said at the time when he was doing his greatest work that he wrote for five or six people only. Those 'five or six' are all a serious artist needs, and if an artist be deeply serious he will sometimes address but one.

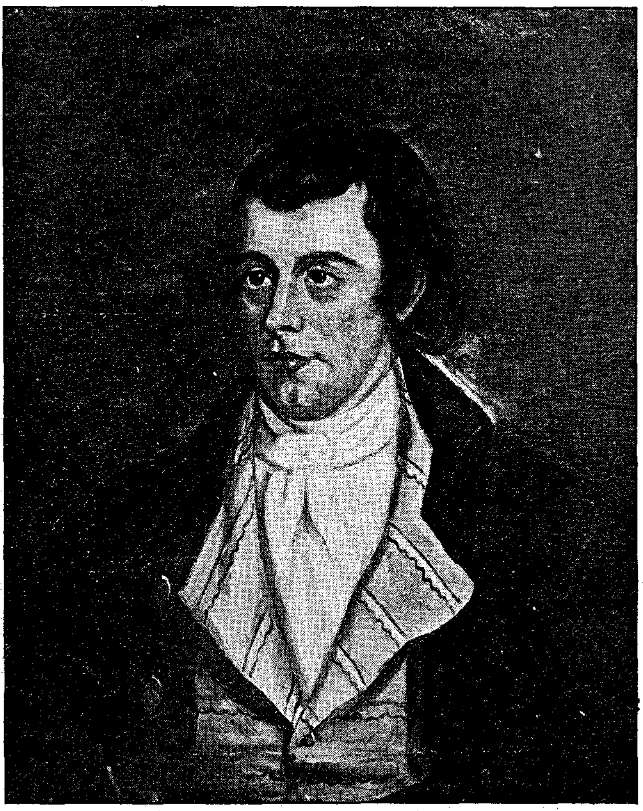
"There remains a word or two that should be said about the present collection of drawings. Some of the best are to be found in the series called 'The Mad Hermit.' Other subjects have been taken from Nietzsche and from the pioneer life in Alaska. Such titles as 'Cain,' 'Nostalgia,' 'Foreboding,' 'Weltschmerz,' 'Ecstasy,' 'Prison Bars' abound. The artist has read the Book of Job, and has probably been incited to this reading not by the exhortations of his spiritual adviser, but by the drawings of William Blake. He has turned over other despairing pages and has gone out alone at night to interrogate the heavens. But for all that, tragedy has not as yet tinged his style, and it is impossible to be tragic over him or his work. Mr. Kent's life has not been tragic, but, on the contrary, and in spite of his own words, it has been distinctly larkish. No one will be much misled by the open and gay statement, 'I have burned the candle at both ends'—a remark most sinners whisper in tears in the confessional—nor the 'flight to freedom' of the artist who remains away eight months."

"The letter," for which the critic prepares the way, seems to have been written for the catalog of the exhibition, and shows the artist's courageous spirit. Taken in connection with the titles of the show, it is a direct challenge to the Freudian, who is likely to dog the footsteps of all but the most strictly impersonal of artists in the future:

"FOX ISLAND, RESURRECTION BAY, ALASKA,
"Winter, 1919.

"DEAR DR. BRINTON: It is difficult to know what to write down for you, as it has always been hard for me to understand myself, to know why I work and love and live. Yet it is fortunate that such matters find a way of caring for themselves. I came to Alaska because I love the North. I crave snow-topped mountains, dreary wastes, and the cruel Northern sea with its hard horizons at the edge of the world where infinite space begins. Here skies are clearer and deeper and, for the greater wonders they reveal, a thousand times more eloquent of the eternal mystery than those of softer lands. I love this Northern nature, and what I love I must possess.

"The Northern wilderness is terrible. There is discomfort, even misery, in being cold. The gloom of the long and lonely winter nights is appalling, and yet do you know I love this misery and court it? Always I have fought and worked and played with a fierce energy and always as a man of flesh and blood and surging spirit. I have burned the candle at both ends, and can only wonder that there has been left even a slender taper glow for art. . . . . . .



THE NEW-FOUND PORTRAIT BY WILLIAM ANDERSON,

Satisfying Scott's famous description of Burns as "the douce gudeman who held his own plow."

"Often I think that however much I draw or paint, or however well, I am not an artist as art is generally understood. The abstract is meaningless to me save as a fragment of the whole, which is life itself. I can only see line as a human gesture, a gesture that has no value apart from what it signifies. It is the ultimate which concerns me, and all physical, all material things are but an expression of it. In planning a picture I am as one who merely plays his appointed part. If I draw a superman he is but the embodiment of my inner and outer vision, a creature huge and glorious, striding over towns and cities, rivers, and mountain-peaks, with arms outstretched, raised high into the luminous abyss. Is this art? I do not know—nor care. . . . . . .

"So here you have a sort of profession of faith. We are part and parcel of the big plan of things. We are simply instruments recording in different measure our particular portion of the infinite. And what we absorb of it makes for character, and what we give forth, for expression.

"Alaska is a fairyland in the magic beauty of its mountains and waters. The virgin freshness of this wilderness and its utter isolation are a constant source of inspiration. Remote and free from contact with man, our life is simplicity itself. We work, work hard with back and hands felling great trees. We row across thirteen miles of treacherous water to the nearest town; and the dangers of that trip, and the days and nights, weeks and months alone with my son, during which time I have learned to see his wonder world and know his heart—such things are to me the glory of Alaska. In living and recording these experiences I have sensed a fresh unfolding of the mystery of life. I have found wisdom, and this new wisdom must in some degree have won its way into my work."

A NEW-FOUND PORTRAIT OF BURNS

IT IS LIKE A NEW PLANET, "to some watcher of the skies," for a new and unknown portrait of a man like Burns to swim into our ken. Such a thrill as came to Keats's lone watcher may be felt by many at seeing the portrait by William Anderson that *The Illustrated London News* reproduces for us. An article accompanying it written by the present owner, Mr. W. M. Gray, tells how the picture came into his possession last year in Dundee. It has not, indeed, been "absolutely unknown," but has, thinks Mr. Gray, suffered eclipse by the more famous portrait by Alexander Nasmyth in the Edinburgh National Gallery. The picture, while not of the highest artistic merit, satisfies, in the writer's view, Scott's famous description of the poet, and has a likeness which Scott himself found lacking in the Nasmyth portrait. Mr. Gray further contends that the Anderson portrait likely served Archibald Skirving for his famous drawing of Burns. The portrait is a half-length, measuring twenty-five by thirty inches, and was painted from life. Anderson was born in 1757 and died in 1837. Mr. Gray writes:

"It is not claimed that the portrait has great merit, but it has a certain realism that seems to bring us nearer to the man, who, as Carlyle says, 'on his arrival at his inn, whether it was noon, night, or two o'clock in the morning, master, mistress, and servants were up and about, all eager to do him service, or even to get a look at him.' In Sir Walter Scott's description of the poet there are characteristics which are reproduced in the Anderson portrait. Sir Walter Scott says of Burns: 'His person was strong and robust, not clownish—a sort of dignified plainness and simplicity; his features are represented in Mr. Nasmyth's picture, but to me it conveys the idea that they are diminished, as if seen in perspective. I think his countenance was more massive than it looks in any of the portraits. I would have taken the poet, had I not known what he was, for a sagacious country farmer of the old Scotch school—*i.e.*, none of your modern agriculturists who keep laborers for their drudgery, but the douce gudeman who held his own plow. The eye alone, I think, indicated the poetical character and temperament. It was large, and of a dark cast which glowed (I say literally glowed) when he spoke with feeling or interest. I never saw such another eye in a human head, tho I have seen the most distinguished men of my time.'

"This latest portrait of Burns represents the poet as Scott saw him—Burns the farmer; not only the farmer, but 'the douce gudeman who held his own plow.' It clearly portrays the *potentia* of Robert Burns, the why and the wherefore he was able to exercise such a wonderful power and influence over his fellows; and it will be readily recognized that the emotions and passions of the poet sprang necessarily from definite causes which are clearly indicated in this portrait, beside which the Nasmyth portrait is without power and does not represent the poet as he is known in his life and works."

A new conception of Burns is given in the Anderson portrait, we are asked to believe:

"He looks more the poet with greater intellectual capacity, and there is a feature in the portrait that seems absent from the others—the joy of living, which was constant and abiding in Burns. We know that he could turn the tragic into the comic, the pathetic into the humorous, and, like all minds of the highest order, what were to the people among whom he sojourned life and death interests often merely amused him; and, even if his worldly cares did press heavily upon him in the hard lot in which his life was cast, the tenor of his life and works proves that Burns in his heart was never really miserable. We can not judge the poet by any ordinary standards, as he was like an instrument upon which universal nature played, but we can well believe that his constant and abiding love of nature and his fellow men dominated his life. Great care has been taken to preserve the matured condition of the portrait; the old varnish has been kept intact, and only the surface smut removed."

The Illustrated London News knows of "no published record of this Burns portrait," and seems to accept its authenticity on Mr. Gray's authority.

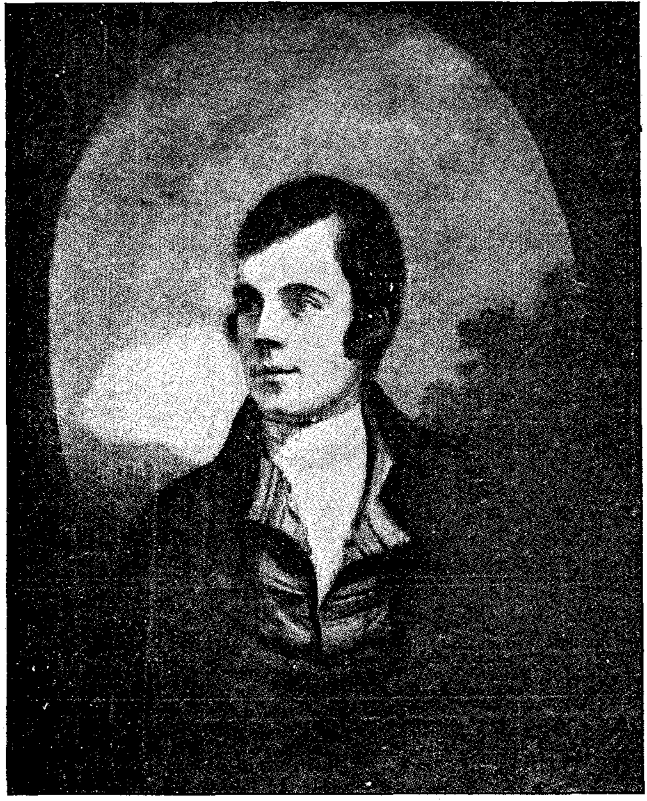
A FUTURE LECTURE DELUGE

THE GREAT PUBLIC have regained the lecture habit, and the psychologist might find himself profitably employed in seeking to know why people like to go. Of course, the easy answer at the present moment would be the universal interest in the war, and the spirit of hero-worship which moves us to listen to the hero's own account of his exploits. But the war is not the whole explanation. A well-known lecture director, Mr. Lee Keedick, who has managed the tours of Sir Ernest Shackleton, Maj.-Gen. John O'Ryan, and Vilhjalmur Stefansson, reports a great demand for lectures not at all on war-topics. We know that when Emerson, Sumner, John B. Gough, Wendell Phillips were stars of the lyceum course our people were stedfast in the pursuit of culture. Lectures languished, however, after their day, until Gelett Burgess, when he was publishing *The Purple Cow*, in San Francisco, could give no better reason than this:

I like to go to lectures and make the people stare
By walking round upon their heads and tumbling up their hair.

If Mr. Lee Keedick were inclined to be equally frivolous, he might try to match or excel Mr. Gelett Burgess. As it is, he contents himself with giving in the New York *Evening Sun* his simple diagnosis:

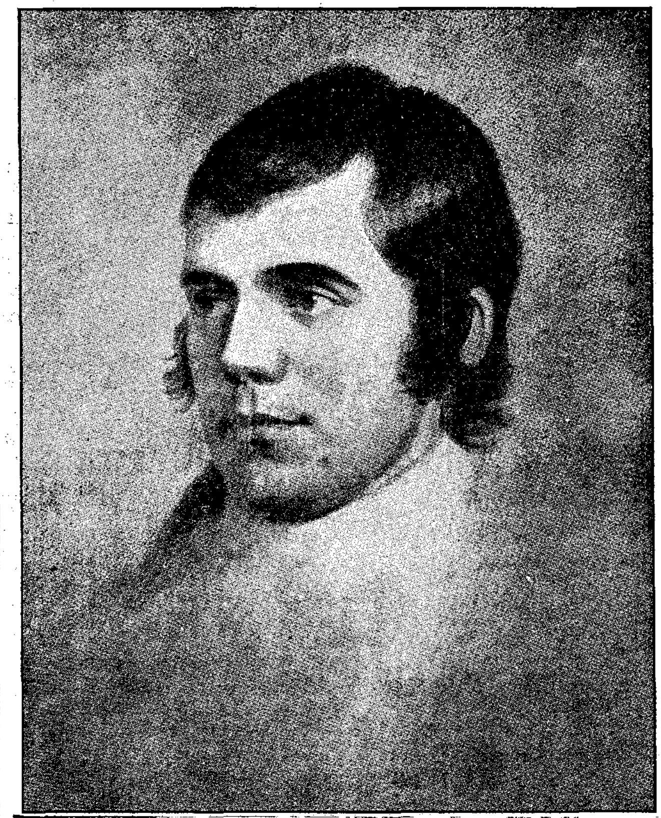
"What is the magnet which draws the public to the lecture-hall to hear the celebrity of the day tell his story on the platform? Is it curiosity, hero-worship, or a thirst for knowledge from the fountain-head—a yearning to hear the truth about any particular branch of human endeavor from the lips of the greatest authority available—which plays the largest part in prompting thousands of men and women in every city in the United States to resist the lure of the theater and the moving picture in order to sit for an hour and a half listening to the discourse of an eminent explorer, a famous statesman or author, a great soldier, or a distinguished scientist? Just what is the psychology of a lecture audience?



THE NASMYTH PORTRAIT.

In the Edinburgh National Gallery, and looked upon as the "authoritative" portrait of Burns, though Scott picked flaws in it.

"These are questions which have often been put to me. They are questions, I must confess, which I have found some difficulty in answering categorically. In fact, I have my doubts as to whether it is humanly possible to determine exactly what the mental reactions of the people who go to lectures are. My experience has enabled me to judge, with—I think I can say—a fair degree of accuracy, what the public wants. But why it wants it is a somewhat different matter.



BURNS AS SKIRVING SAW HIM.

This drawing, made for Currie's "Life of Burns," was likely used by Anderson in painting his portrait of the poet.

"Hero-worship no doubt plays a large part in filling our auditoriums. Mere idle curiosity is a negligible factor. But there is an inherent and deep-rooted desire on the part of the average man and woman to pay homage to greatness which probably has a great deal to do with attracting people to a lecture at which a celebrity is to be heard. Yet I am not prepared to affirm that hero-worship is the key-note of the popular demand for public lectures."

The puzzle which lecture audiences present to a manager is given in one or two instances from his experience. Divining the public desire without really understanding it, he emerged with no better explanation apparently than that people were queer animals:

"A few years ago I made a contract with a noted woman educator from a foreign country to go on a lecture tour of the big cities of the United States. She was not a particularly spectacular figure from the standpoint of my publicity department. She did not even speak the English language—her lecture had to be transmitted to her audience through the medium of an interpreter. And yet, despite these rather formidable obstacles, her lecture tour proved one of the biggest successes I have ever directed.

"When the New York publisher who was bringing out the American edition of this woman educator's book heard that I contemplated putting on her first lecture at Carnegie Hall and that it was my intention to charge from $2 to 50 cents, he came to me with advice.

"'You are about to make the biggest mistake of your life,' he warned me. 'If you will engage a small hall—one that will seat, let us say, about two hundred people—and make your appeal to the select few who are professionally interested in her subject you ought to meet with a fair response, but you can not possibly interest the general public.'

"I adhered to my original plans. Every seat in Carnegie

Hall was filled. So many people paid $2 for 'standing room only' that the Fire Department finally had to make a protest. The next morning I received a note from the publisher.

"'You win,' he wrote."

Experience with war-lectures proves to Mr. Keedick that hero-worship plays the larger part in the psychology of a lecture audience:

"How else is to be explained the phenomenal success of these ventures—the almost frantic eagerness with which the public rushed to hear a private soldier—in some cases an illiterate man and a comparatively poor speaker—tell his story on the lecture platform? It could hardly have been popular interest in the story itself, for in several instances everything that the hero had to tell about the war had already been published in full in the newspapers in the form of interviews and signed stories.

"And yet, on mature reflection, I am not so sure that even the great popular support that was given to these war-lectures was mainly influenced by the factor of hero-worship. The demand for the stories of these men came at a time when the people of America were pathetically hungry for information as to what was going on at the battle-front. These private soldiers, illiterate and rough tho some of them were, had something to tell which was of supreme interest to the public.

"It may be of interest to mention a question that was put to me by a newspaper man of my acquaintance at the time when the demand for this form of public lecture was at its height.

"'When the interest in the story of the private soldier and the non-commissioned officer begins to wane, what are you going to offer the public in their place?' he asked.

"'Generals,' I told him. If I am fortunate enough to be able to persuade some of the great leaders of the war to take the lecture platform at the end of the conflict I am confident that I shall be giving the public the type of lecture material that it most wants to hear.

"It is a matter of historical precedent that during the progress of a great war the story of the man in the ranks is of most interest to the people at home. The minds and hearts of the public are with the private soldier more than with the general—while the struggle is going on. But as soon as the smoke of battle has begun to clear a change comes over the mental attitude of the people. Their supreme desire then is to hear from the really great authority—the division commander who is in a position to make clear just what was done, and why it was done. It was so at the time of the Civil War, and I am convinced that it will be so in the case of the present war."

POETRY REVIVED IN KIPLING

"AMONG THE MEN WHO SAVED EUROPE, let there never be forgotten the singer of manhood, of work, and of the homely and wholesome passions of plain people." This is the word that *The Pall Mall Gazette* (London) speaks for Kipling, and the occasion is the volume that gathers up the fruit of his poetic musings over the past sixteen years. What stirrings the war brought him may be measured by the fact that the past four years produced three-fourths of the sixteen years' output. The title he gives the volume—"The Years Between"—is intended to carry the mind back over the time since he published "The Five Nations," and the appearance of such familiar classics as "The Female of the Species" and "The Sons of Martha" emphasizes the fact that before 1914 he trod a languid way with his Muse. Mr. James Milne observes in the London *Graphic* that "if it had not been for Armageddon which moved the singer in him we might not have had the new poetic blooming that yields 'The Years Between.'" He says:

"Take its 'Dedication to the Seven Watchmen' in proof of that and in sample of its most frequent lyrical 'note':

Seven Watchmen sitting in a tower,
  Watching what had come upon mankind,
Showed the Man the Glory and the Power,
  And bade him shape the Kingdom to his mind.
"All things on Earth your will shall win you"
  ('Twas so their counsel ran),
"But the Kingdom—the Kingdom is within you"
  Said the Man's own mind to the Man.
    For time, and some time—
As it was in the bitter years before,
  So it shall be in the oversweetened hour—
That a man's mind is wont to tell him more
Than Seven Watchmen sitting in a tower.

"Is 'The Years Between' as captivating as 'Barrack-Room Ballads'? How could it be, for that was the first music of a new, very colorful, very forceful genius. 'Fuzzy-Wuzzy,' or 'Gunga Din,' or 'Tommy'; the brilliant surprize of poems like these could never be Mr. Kipling's nor ours again. Is it as good as 'The Seven Seas'? That is to ask him to write afresh in verse the sea-soul of the British race. Does it match 'The Five Nations'? That is to expect the deep notes and the intricate chords of Mr. Kipling as he rounded the summit of his artistry. How does it compare with 'Departmental Ditties'? That was the blazing of the Kipling Way, the first excursion, and so there can be no comparison. The 'Years Between' has patterns of all its forerunners, some ranking with the best, more, perhaps, with the second best, but all hall-marked 'Kipling.'"

Kipling's sympathy for France has always been active, and one of his poems leads the writer in *The Pall Mall Gazette* to say that "it seems incredible that it was a year before, and not a year after, the outbreak of the war that he penned the matchless lines to France":

Broke to every known mischance, lifted over all
By the light sane joy of life, the buckler of the Gaul;
Furious in bravery, merciless in toil,
Terrible with strength that draws from her tireless soil;
Strictest judge of her own worth, gentlest of man's mind,
First to follow Truth and last to leave old Truths behind—
France, beloved of every soul that loves its fellowkind!

There are other poems which in the rereading drive home "the harmony" between them and "the fulfilment of the years." "Mr. Kipling," says this writer, "annotated the Venezuela crisis and the Declaration of London precisely as history annotates them." Some mordant words close this writer's survey:

"The years of peril open with the familiar 'For All We Have and Are,' with its stubborn philosophy ending on the clarion consolation:

Who stands if Freedom fall,
Who dies if England live?

"There are understood to be schools of verse and criticism to-day which can not find a place for Mr. Kipling in the hierarchy of what they call poetry. When any of them succeed in producing a couplet of such packed and pent significance and passion, they may hope to find their standards taken more seriously.

"No one desirous of tracing the mind of the nation with sureness through the fluctuations of the long struggle could find better guidance than in these intermittent notes struck from its inward stubbornness.

We can make good all loss except
The loss of turning back,

is an epitome of creed and character that volumes of analysis could not exhaust. Here are to be found the gashes that German fiendishness clove into the complacency of civilization with its

Abominations of old days,
That men believed were dead.

There are 'The Question' to the address of the recusant; the bitter comment on pacifism provoked by Russia's perdition; and the scathing 'Song at Cock-Crow,' which, if Mr. Kipling is read in the Vatican, can not make ecclesiastical cushions more comfortable. 'The Song of the Lathes' has a metrical pulse that almost brings to the physical ear the whir of the munition-factories:

Guns in Flanders—Flanders guns!
(I had a man that worked 'em once!)
Shells for guns in Flanders, Flanders!
Shells for guns in Flanders, Flanders!
  Shells for guns in Flanders! Feed the guns!

The closing cry echoes that demand for justice which almost more than any other emotion has unified the whole Empire—justice

For agony and spoil
  Of nations beat to dust,
For poisoned air and tortured soil
  And cold, commanded lust.

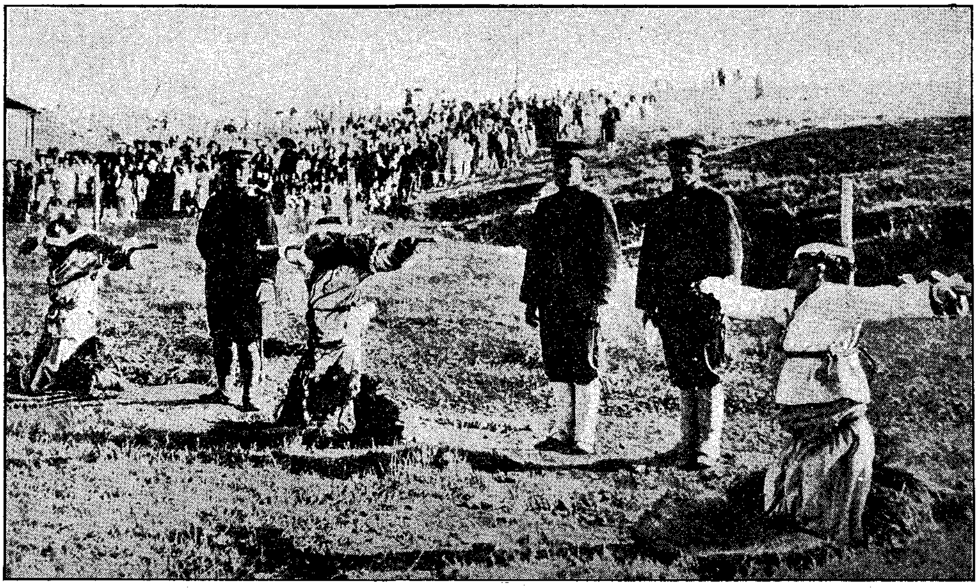
Thus at the last, as at the first, Mr. Kipling is at stern issue with the sentimentalists who shirk the realities and primary laws of life."

RELIGION-AND-SOCIAL-SERVICE

MORE LIGHT FROM KOREA

KOREA SEEMS TO SOME OBSERVERS to be punished for being Christian almost as much as for being patriotic, if not more. Such "demonstrations" as are reported of the natives consist in little more than a frank "Three Cheers for Independence!" But they are paid for with tortures and executions in forms that would almost seem to be especially calculated to heap ridicule upon the Christian articles of faith. Korea is apparently carrying on a revolution without arms, and with only the weapon of a "mimeograph" press; and she suffers from a repression equaling the most approved Prussian or Turkish methods. From letters, private and published, that make their way to this country past the Japanese censor it would appear that Japan thinks she has merely to make a "gesture of clemency" to malcontents now lodged in jail to bring about quiet in Korea. Japan, however, according to the letter of a "British Resident" printed in *The Japan Advertiser*, an English organ published in Tokyo, is "faced with the demand of a united nation who, rich and poor, learned and ignorant alike, demand nothing less than their national independence. . . . In no other corner of the earth is liberty denied and a people opprest as in Korea today. The Korean says it is better to die in the cause of liberty than to live in servitude." The "British Resident" draws this picture of the native Korean and impugns the Japanese military authority, which even the civil population of Japan decry:

> "By the military law under which the whole land of Korea groans the Korean must be blind, deaf, dumb, defenseless. Blind, he is prohibited from reading uncensored newspapers from Japan; deaf, he must not listen to stories of Poland's recent resurrection; dumb, he must not express his own aspirations; defenseless, the nation stands unarmed before the garrison of soldiers that possess her. No Korean can leave his own shores even to cross into Japan, his correspondence is censored in the mails, his person is searched on the trains and in the streets. I myself have seen the ordinary passer-by held up and searched by gendarmes on the chief streets of Seoul.
>
> "What wonder that the Korean people decide upon organized resistance—that is their policy. They are unarmed; the score of demonstrations in Seoul this past three weeks have all been moderate and confined to processions shouting '*Manseil*'—no self-respecting Korean would use the word '*Banzai!*' nowadays. There have been no assaults, no stone-throwing (save when some tram-cars were damaged), no incendiary fires—Prince Ito's interview to the contrary. But here even in the capital, under the eyes of foreign observers, the soldiers of the 78th Regiment endeavor to overawe the demonstrations by force of arms.
>
> "Last Saturday, for instance, we saw a procession of perhaps three hundred people in the west end of Seoul charged down upon by a company of soldiers with fixt bayonets at the run, and the flying fugitives were thus pursued through the private gardens of British and American residents and stabbed. We ourselves saw people who had nothing to do with the procession brutally beaten and arrested, and I saw one man lying unconscious, with his head battered by rifle-butts in half a dozen places and his clothing bespattered with blood. At night the gendarmes go through the Korean streets firing off their revolvers to scare the inhabitants, while domiciliary visits are made by the hundred.
>
> "If this goes on in the capital under observation, it is many times increased in the country districts, and some foreigners have witnessed heart-rending scenes. Additional provocation is furnished both in Seoul and elsewhere by Japanese civilians who arm themselves with clubs and iron hooks and charge down upon the demonstrators. Their work is voluntary and it looks as tho a race-war threatens. Yet still the mimeographed daily newspaper issued by the organizing committee of the independence movement counsels moderation and passive resistance only. Qualified observers think that this agitation may be only at its commencement. The Koreans have certainly shown an unexpected self-restraint and power for organization, and they announce that shortly the processions and the closing of shops are to be followed by a refusal to pay taxes, the withdrawal of deposits from the banks, and the cessation of the transportation of goods by rail.
>
> "Meanwhile the Government seems to have no policy or plan other than that of savage repression. Who is recording the deeds of violence up and down the country? We pity Armenia; we are rapidly drifting in the same direction here. The overflowing prisons, the rampant soldiery, the crowded hospitals, all testify to the fact that the Government has got beyond the place where a gesture will serve. Three principal facts can be plainly observed in the present condition of affairs:
>
> "1. That some remedy other than repression by brute force must be resorted to, for German methods are out of date.
>
> "2. That the studious misrepresentation of the Koreans as a degraded and decadent people must cease. Given equal facilities, they are able to produce an administrative class equal to that among the Japanese.
>
> "3. That the wide-spread conviction that American influence is at the back of this Korean agitation must be counteracted, for there is no ground for it. Have you heard that already three British subjects have been wrongfully imprisoned and one of them was severely belabored by a Japanese mob of civilians and



CRUCIFIXIONS IN 1919.

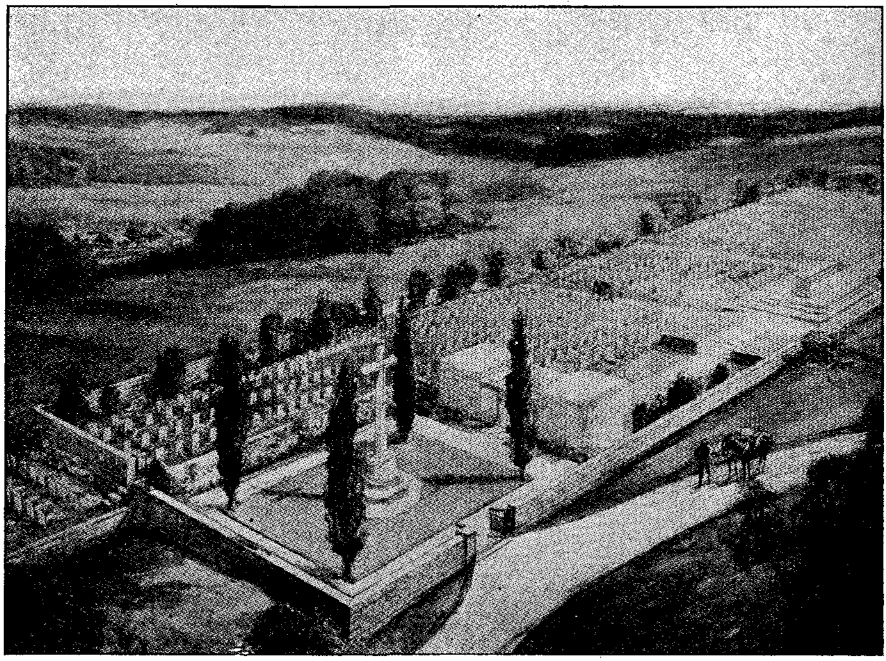
The Korean victims of Japanese militarism were placed in a kneeling position for execution, with arms extended upon a rude cross, as if to cast ridicule on the Christian religion.

gendarmes *under the impression that he was an American?* And this kind of thing is bound to increase while the local Japanese press continue to insert abusive articles regarding foreigners.

"The foreign community in Korea maintain a neutral position, but they observe the facts, and one can not but protest against the cruelties practised toward the defenseless people of this unhappy peninsula."

A letter from a missionary in Korea dated March 9 has been sent to us by the Rev. Paul B. Jenkins, of the Immanuel Presbyterian Church of Milwaukee. It came from China, having been taken there and mailed to escape the Japanese censor. It deals especially with the religious aspects of the situation, particularly with the retaliatory measures employed by the Japanese. It speaks of the suicide of the Korean Emperor as "part of a passive insurrection," and adds:

"I doubt if ever in the history of the world there has been just the same kind of an insurrection. It came as a thorough surprize to us. A few days before the ex-Emperor's funeral (a state affair in Seoul witnessed by thousands and thousands from all over the country) one or two rumors came in that something interesting might be doing at the time of the funeral, but we supposed it would be in Seoul.



Drawings by D. Macpherson in "The Sphere," London.

PROPOSED CEMETERIES FOR BRITISH SOLDIERS.

Each grave to be marked with a cross and the man's regimental badge. In Mohammedan and Hindu cemeteries symbols of their faith will replace the cross.

"Well, on March 1, at 2:30, a petition was presented to the Governor-General by thirty-three prominent citizens, Presbyterian pastors, Methodists, Buddhists, representatives of the two independent churches, which are really only political societies. The thirty-three gave out thousands of copies (four thousand here in ——), and spoke to about three thousand in Pagoda Park in Seoul, then walked to a restaurant and telephoned the police they were there, ate their dinner, gave three cheers, again telephoned the police saying they were through dinner, and the police came and locked them up. The thing at the same time broke out in all the large centers, then went to the country. Here on Saturday the 1st was a memorial service with shut gates, and the service was O. K. and proper, but after it was over a few words were spoken and then the cheers broke out. The police came and begged the people to go, asked Dr. M. to ask them, and finally when they got good and ready they went. Christians being in predominance here, Sunday was perfectly quiet, altho no services were allowed. The day was one of prayer. Monday the students and college band and several others all began the fun. A crowd would gather, sing and cheer, the police and soldiers would come and charge the crowd, who would scatter only to meet somewhere else. The crowd would cheer wildly

(*Continued on page* 96)

STONES OF REMEMBRANCE AND CROSSES OF SACRIFICE

"THE GREAT ARMY that died," in Clemenceau's phrase, is one that must ever be kept in remembrance. Whether ours lie far from home, as many prefer their rest should be where they fell, or be brought to this country, we should surely do no less than our Allies are doing for remembrance. In England an Imperial War Graves Commission has grown out of the organizations that sprang up in the first years of the war to register, mark, and tend the graves of the fallen, as well as answer inquiries from relatives and send photographs of the graves. The final plans of the Commission are now set forth in the London *Daily Chronicle* by Mr. Rudyard Kipling, who is a member. "All parts of the Empire," he says, "have generously and unreservedly promised to bear their share of the expenses." Almost as "far-flung" as the Empire itself will be these resting-places—"from the vast and known cities of our dead in Flanders and France to hidden and outlying burial-grounds of a few score at the ends of the earth." Their picture is drawn by a felicitous hand:

"These resting-places are situated on every conceivable site—on bare hills flayed by years of battle, in orchards and meadows, beside populous towns or little villages, in jungle glades, at coast ports, in far away islands, among desert sands and desolate ravines. It would be as impossible as undesirable to reduce them all to any uniformity of aspect by planting or by architecture.

"In a war where the full strength of nations was used without respect of persons, no difference could be made between the grave of officers or men. Yet some sort of central idea was needed that should symbolize our common sacrifice wherever our dead might be laid; and, above all, each cemetery and individual grave should be made as permanent as man's art could devise.

"The Commission instructed Sir Frederic Kenyon to report how these aims could best be realized; and he, after consulting very fully with the relatives, representatives of the Services, Religion, and Art, and knowing the practical limitations, particularly in obtaining labor, for carrying out such a vast undertaking, recommended that:

"In each cemetery there should stand a Cross of Sacrifice and an altar-like Stone of Remembrance, and that the headstones of the graves should be of uniform shape and size.

"Stone crosses to succeed the temporary wooden crosses were at first suggested, but crosses of the small size necessitated by the nearness of the graves to each other do not allow sufficient space for the men's names and the inscriptions, and are by their shape too fragile and too subject to the action of frost and weather for enduring use.

"Plain headstones, measuring two feet six inches by one foot three inches, were therefore chosen, upon which the Cross or other religious symbol of the dead man's faith could be carved and his regimental badge fully displayed.

"The regiments have been consulted as to the designs of these badges, some of which have now been approved and are ready for engraving as soon as experiments which are being carried on have, as there is reason to hope, shown how to overcome the difficulties of dealing with such numbers.

"In due time, then, wherever a man may be buried, from East Africa to North Russia, his headstone will carry his regimental badge, identifiable the world over."

Besides the fighting forces, there is the silent host of an auxiliary army who are also remembered—"merchant seamen and discharged men whose deaths were due to enemy action; sisters and nurses killed or died of wounds or disease; labor units of all races; and indeed all who have served in any capacity in the war." The distinctive badges of these headstones are yet to be decided upon. Also—

"In addition to the name and rank upon the headstone, the Commission feel that relatives should, if they wish, add a short inscription of their own choice, as an expression of personal feeling and affection. Those inscriptions will be at the relatives' expense, and, to avoid unduly crowding the stones with very small lettering, which, besides being difficult to read, does not weather well, it has been found necessary to restrict the length of the inscription to sixty-five letters.

"Every cemetery will keep registers of the dead buried there, and in these registers it is hoped that it will be possible, with the assistance of his kin, to enter the age, parentage, and birthplace of each known man.

"The planning and planting of the cemeteries must depend largely on their site and the climate of the country; but it is proposed that, as a general rule, the cemeteries should have buildings designed for services, ceremonies, and shelter, where the register of that cemetery will be kept under permanent safeguard."

The symbols of the faith of the Indian Troops and Labor Corps will also be carved on their headstones:

"A Committee of the Commission has decided upon the form that these symbols should take, and has further recommended that:

"A Mohammedan mosque and Hindu temple should be erected in France, for remembrance of the sacrifice made by Hindus and Mohammedans alike in the war.

"The designs for these buildings have been submitted for approval in India. In all such matters the treatment of the bodies of these soldiers will be in strict conformity to the practise of their religions, and will be carried out under the supervision of native officers. . . . . . .

"Memorials to commemorate the parts borne by particular armies, divisions, or regiments in campaigns and battles, such as, to name only a very few, the Canadians at Ypres, the South Africans at Delville Wood, the Australians at Amiens, the British at the breaking of the Hindenburg line, will be advised upon by a fully representative Military Committee, and it is to be hoped that the best art of the Empire will give its services and advice in the designing of them.

"But the work so far has only been blocked out, and there is room and welcome for suggestions of every kind from the public throughout the world, whose servants the Commission are.

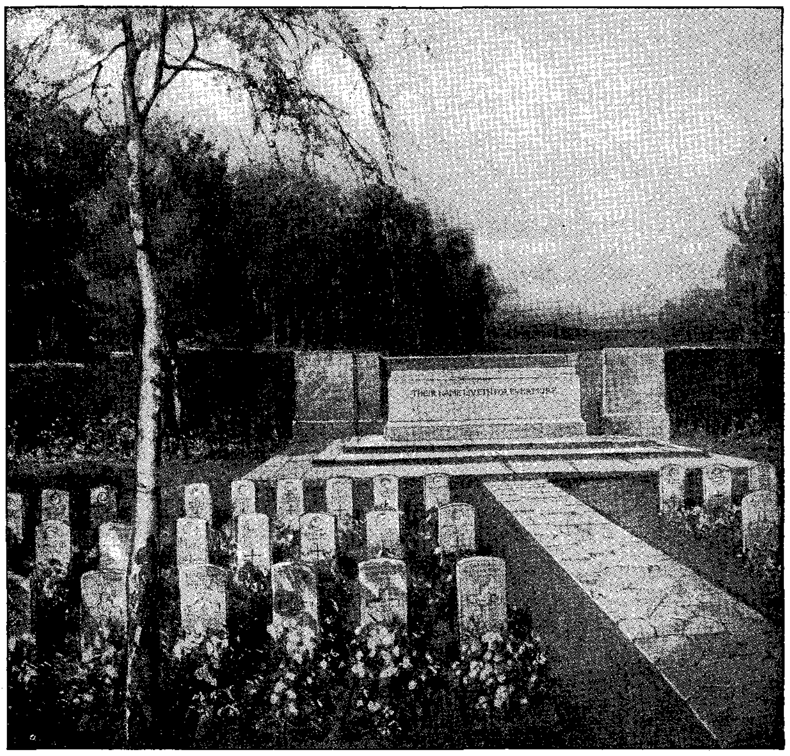
"For example, it has been suggested that the entrance to individual cemeteries should carry a text or inscription, and it has been decided that monuments should be erected to the dead whose graves are unknown, of a special form which has yet to be settled. These are points, among others, upon which the Commission would be grateful for expressions of opinion.

"Meantime, the long and difficult business of identification and registration goes forward still on all fronts. The various architects, to whose charge the cemeteries have been allotted, are preparing their designs for the planting and the buildings required in France. . . . . .

"More than half a million headstones will be required, and at present there is not labor enough in all the world to cut, carve, and letter them. While they are being made the wooden crosses will stand."

"THE CROSS OF SACRIFICE,"

In future to be found in each Christian cemetery of the war-heroes of Great Britain.



"THE STONE OF REMEMBRANCE,"

Which will stand in some conspicuous place in each soldiers' cemetery of the British forces, and bear the inscription, "Their name liveth forevermore."

EFFECTS OF THE PASTOR'S ABSENCE—Church efficiency is probably more dependent upon the pastor than church critics have been willing to admit. The point is made by Dr. H. K. Carroll, the statistician, whose annual summary is a search-light on the religious life of the country. Dr. Carroll contends, at least, that the figures this year point to the conclusion mentioned above and next year's figures will confirm or deny the fact by showing just what occurred coincidently with the absence of so many pastors on war-service. In *The Continent* (Chicago) the point is treated:

"The entire gain of all the Protestant churches in the United States for the year 1918 (including 20,000 for the Salvation Army) was but 206,000 members. The year 1917—the most fruitful that Protestantism in this country ever knew—increased church membership over 1,200,000. It should be observed that these reports really represent work done for the most part in the year previous to the date indicated; so that this latter figure stands for what the churches were accomplishing just before America went in to the war. Correspondingly the figures reported next year for 1919 will reflect conditions in the closing period of the fighting, and if they also grade small, it will confirm Dr. Carroll's deduction that church efficiency generally dropt to a low register when pastors went away with the soldiers either as chaplains or Y. M. C. A. workers. The certificate to the evangelistic efficiency of the ministry which is furnished in this negative fashion should not be missed by either the critics or the admirers of the average American pastor.

"The most startling item of Dr. Carroll's exhibit is the loss of 19,000 members which he assesses against his own denomination — the Methodist Episcopal. In January it was announced that this chief body of Methodists, which for four years past had been gaining five per cent. a year, had dropt to the thirty-eighth part of one per cent.—barely a single thousand. But Dr. Carroll's calculations come out 20,000 below that yet—a very minus quantity. To ten bodies of Presbyterians he allots 38,000 gain, of which 24,000 is found in the Presbyterian Church U. S. A. But the Presbyterians U. S. in the South do much better proportionately with 14,000. That leaves the rest with practically nothing."

WAR'S CREDENTIALS TO MISSIONS

THE NATION ITSELF went into foreign missionary work when it went to war. It repeated, declares Charles Lee Reynolds, what the Church did when it sent its first missionaries "overseas"; and it gave to missionary effort a confirmation whose harvest the future is sure to reap. "The soldiers of the United States and the soldiers of the Cross carried an ideal to a people far away, to whom neither had any blood relation and to whom neither had any external obligation, and both can be called foreign missionaries." This thesis is developed in *The Continent* (Chicago), where the writer claims that the argument against foreign missionary effort is answered forever:

"President Wilson declared in his Boston speech that men in Europe had testified to him that the men in our army seemed possest of something which they could only call a religious fervor. It was, indeed, a religious fervor, albeit of a strange kind, which dominated the soldier who went across the water to Europe that he might do something for the good of the world, and that spirit corresponds with the spirit of all who, like Paul, have heard the Macedonian cry, 'Come over and help us.'

"Is it any longer necessary, then, to argue that it is worth while to send men overseas to save lives and souls? That's what the United States did. Unless any one wants to say that the nation was wrong and foolish, he can't say any more that the Church is when it commissions its heroic soldiers to travel far over the sea to foreign lands with a great message."

The war, it is further maintained, has made it wrong to call missionary sacrifice a waste:

"Time was when practical men protested against what they called a waste of life because the Church, in the face of great mortality in Africa and elsewhere, constantly sent missionaries to these fever-stricken countries. Did any such men say during the war: 'In the face of great mortality by guns and bombs and gas and diseases in the trenches, it is a terrible waste of life to send men to France where many of them will probably die'? We didn't call the casualties a list of waste. We didn't shake our heads sadly when we heard of Quentin Roosevelt's death and say, 'What a waste!' But men did when William Borden, the young millionaire went out as a missionary from Yale to China and died there. They thought that this fine, rich young fellow had thrown away his life. They will not say it again. . . . . .

"But foreign missions in these days have been justified by the war in another way. It has answered the objection that has often been made that the foreign field is too far away. It has proved that a great work can be done at a great distance from the home base. It has silenced forever the argument that we don't need to cross the sea to find something to work and die for.

"When it came to the day when our country had to transport troops abroad did it hesitate because Flanders field was so far away? Not at all; not even when it knew that part of the distance was infested by the submarine viper. Did it falter before the task of operating in another country three and four thousand miles off? Not at all. It built storehouses, railroads, and encampments over there. Did it hold back because we had enough to do at home? We had Mexico troubling us, we had strikes threatening our peace and security, we had financial worries and many internal difficulties, but we didn't say, 'Why a war in the foreign field?' 'Haven't we enough work to do at home?' 'I believe in home wars, but not in foreign wars.' No, we didn't say that, but many a man has said something like it when discussing the work of the Church. 'I believe in home missions, but not much in foreign; the need is so great here.' Well, if we had taken care of our need here only in the war, we wouldn't have the respect and the praise and the devotion of our foreign allies, of which Mr. Wilson is so proud to tell.

"The war has gone further to change men's ideas than we could ever have dreamed a few years ago. It has made the field of the Church the field of the nation. What is the field of the Church? It is, as Christ said, 'the world,' and now the United States is coming to see that the Church was right and that it must have the same vision. Any man who thinks that we can any longer live an isolated nation without any duty outside of our own land has failed to keep step with the progress that has been made since 1914. This nation is now committed to a foreign missionary career. We have entered into the whole world as a field. 'We set this nation up,' said Mr. Wilson, at Boston, 'to make men free, and we did not confine our conception and purpose to America, and now we will make men free. If we did not do that, the fame of America would be gone and all her powers would be dissipated. She then would have to keep her powers for those narrow, selfish, provincial purposes which seem so dear to some minds that have no sweep beyond the nearest horizon.'

"You can take some of these words and, if you didn't know when and by whom they were spoken, you would say they were from an address by Robert E. Speer on foreign missions. What the nation now conceives to be its duty, the Church has for over a century considered its task—namely, the task of the Church of the Apostles, to work for the good of men unto the uttermost parts of the earth."

THE GOSPEL IN PAGEANTRY

WHEN THE METHODIST CHURCH gives the smile of its countenance to the drama, that art, in the eyes of the Richmond *Evening Journal*, "arrives with a bang." It apparently remembers that no session of the General Conference, which meets quadrennially, has been willing to expunge or modify the regulations in the "Discipline" respecting "Amusements." So, *The Journal* declares, in no denomination could the innovation forthcoming in Columbus, Ohio, during part of June and July "be more unlooked for, since Mr. Wesley's organization set its face firmly against this form of amusement from its inception as a protesting body." *The Evening Journal* goes on mixing its expressions of wonder with the statement of plans for the centenary religious pageant:

"A new vision has come with the war, a new comprehension of the usefulness of the stage as a vehicle of appeal, and with the energy, also a characteristic of this church, which it puts into everything it does, the pageant now planned is on a scale never before approached in America. As the moralities served to inculcate the several virtues, as the miracle plays instilled reverence for deity, so is the centenary pageant developed under the genius of devout churchmen and fostered by Christian culture, to be made a vehicle of religious import in bringing before mankind two great lessons: First, the immeasurable significance of the gospel of Christ in world evangelization; secondly, the mission of the Church in furthering world democracy.

"To quote the pamphlet which has been sent out to the press of the nation: 'The Church is beginning to learn that there is a tremendous potential force in the dramatic presentation of religious themes, and it purposes that men shall see it as well as hear it.' Many persons must have wondered why this was not seen long before, but that is beside the point; it is never too late to learn, as has been thoughtfully remarked by a homely philosopher, and this centenary celebration will be hailed with delight by all believers in the force of the drama. On the Exposition grounds at Columbus, Ohio, daily, between June 20 and July 13, there will be produced, on a scale without precedent, a program which will require for its housing the entire colosseum, seating 8,000 people, a specially constructed mission playhouse, half a score of exhibit buildings, a great oval, seating fifty thousand, and calling for the services of twenty thousand trained participants.

"Livingston Pratt has charge of all the costumes and stage properties, with the entire production placed in the capable hands of Mr. Percy Jewett Burrell. The pageant will be presented in six divisions, prepared by Dr. Crowther, of Seattle. There will be two central figures, a man, *The Wayfarer*, and a woman, *Understanding*. *Wayfarer* is the bewildered soul questioning all good purposes in the upheaval of social and industrial conditions now sweeping the world. Together, they witness all the great events of religious history, discovering that God's purposes prevail in each age, whatever the seeming difficulties. In one word, the theme of the pageant is 'Emmanuel—God with us.' Verily, the old, pinched interpretation of the gospel of Christ is giving way to a broader, more universal acceptation that will sweep away much chaff and many false barriers."

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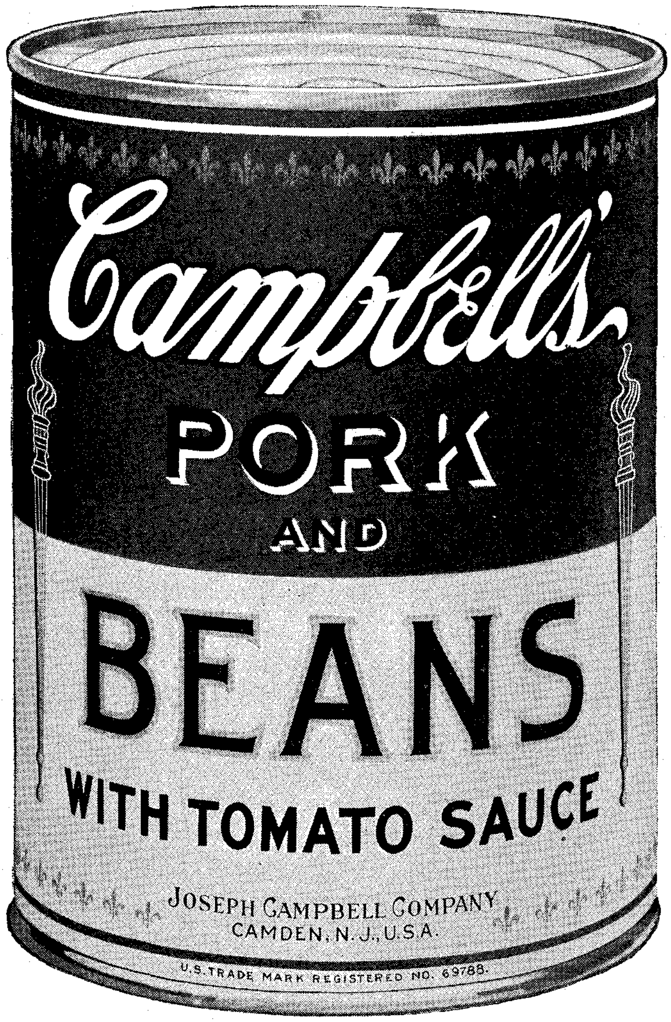
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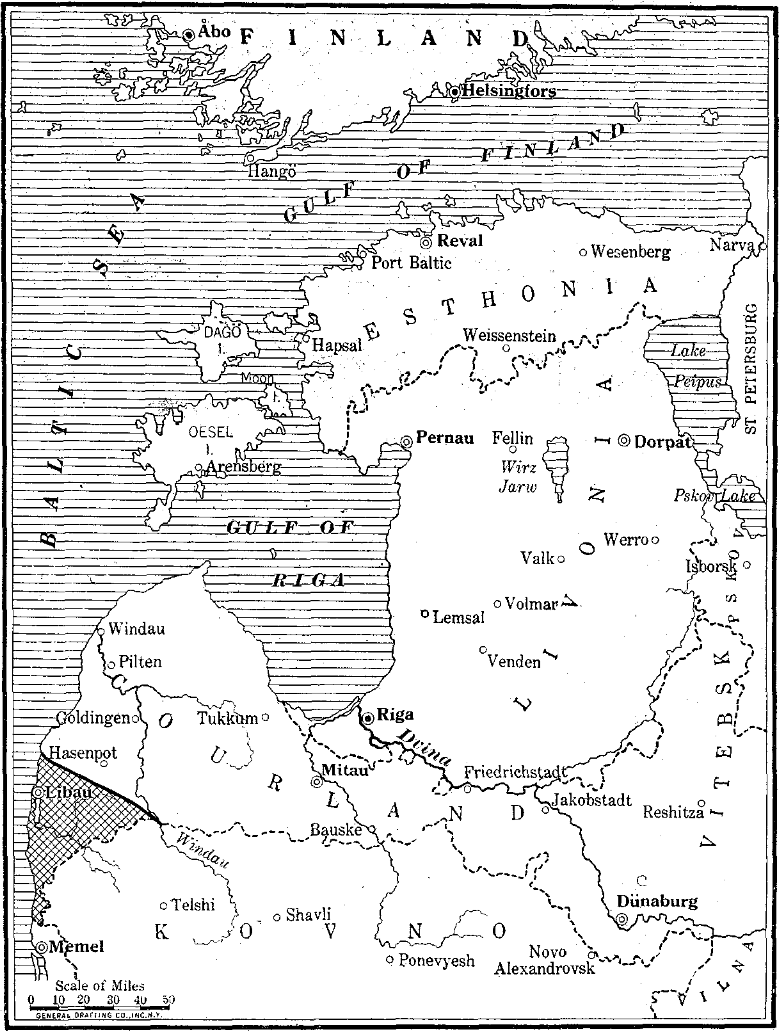
RECONSTRUCTION-PROBLEMS

"NATIONS IN REBIRTH"—a series of articles prepared for THE LITERARY DIGEST and especially designed for High School Use

EDITORIAL NOTE.—*In the Educational Department of* THE LITERARY DIGEST *the claims of various nations for a new alinement of boundaries are presented as the self-same nations set them down. The decisions reached by the delegates at the Peace Conference will in due course be reported in the news record of* THE LITERARY DIGEST, *as also the press comment from divers angles.*

LETTONIA

WHAT AND WHERE LETTONIA IS—This country lies on the shore of the Baltic Sea, and two great ports, of greater promise since war's upheaval of the European situation, are within its confines. They are Libau and Riga. On the north Lettonia is bounded by Esthonia, on the south by Lithuania, on the west by the Baltic Sea, and on the east by Russia. Lettonia is called also Livonia or Latvia, accordingly as its cognomen is variously translated into other languages from the Lettish tongue. Its nationals are known as Letts. **Their population** is estimated at about 2,000,000, and they inhabit the Courland, Livonia, and the western part of Vitebsk. The third Baltic province of Russia is the above-mentioned Esthonia. The Letts have lived in their land since time immemorial. They are not of Slavonic origin, nor related to the Mongolian Finns, according to an authority, Isaac Don Levine, but, like the Lithuanians, are the only survivors of a distinct branch of the Indo-European family. The difference between the two is chiefly a religious one. Mostly the Letts are Protestants, while most Lithuanians are Roman Catholics. As to language, fifty per cent. of the Lithuanian vocabulary is Lettish and fifty per cent. of the Lettish is Lithuanian. In a brochure prepared in 1912 by the Secretary of the American Lettish Baptist Literary Association, Rev. John Kweetin, we read:



LETTONIA OR LIVONIA.

About the shaded area there is a difference of opinion between the Letts and the Lithuanians.

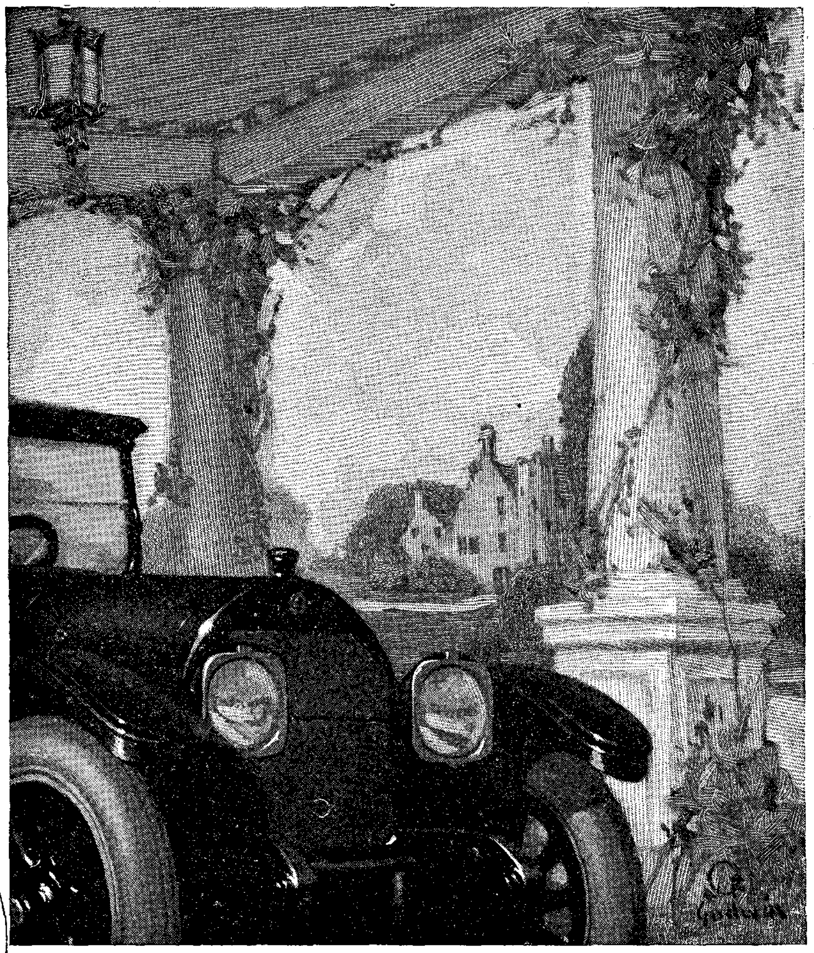
> **THEIR OCCUPATIONS AND EDUCATION**—The Letts are deeply absorbed in the various branches of local industrial life; yet a larger percentage show intense inclination to agriculture. The Government appreciates the results of their toil, indicated by a gradual advancement in scientific farming. The principal grain crops are wheat, rye, oats, and barley. Potatoes and flax are also cultivated. Fisheries and navigation are next among the chief industries, yielding employment to thousands of ambitious young people. Following are the manufacture of woolen and linen textiles, ship-building, machinery, paper, glass, pottery, brick, tile, chemicals, and flour- and lumber-mills. The Baltic provinces have experienced many hardships under the control of neighboring nations—Germans, Swedes, and Russians. These political crises and periodical changes in government affairs endangered their existence and national characteristics. Development was greatly hindered by the inflictions and discomforts resulting from foreign invasion. Intellectual progress has been largely due to German influence, altho the Swedish Government, during the period of its dictatorship, rendered gratifying service in educational affairs. The years preceding the Reformation were of little account in the history of provincial education. The Reformation in 1522 brought radical and permanent changes in religious and moral conditions. Schools and churches were erected in all directions, and people began to realize the value of education. The schools, without exception, were maintained and controlled by private management of noble landowners and parishes until 1804, when the Russian Government passed a new law and assumed control of all educational institutions. Within the limits of Lettonia are 3,000 elementary schools with 157,935 pupils; seminaries, four; navigation schools, four; agricultural schools, two; commercial schools, eight; colleges, twelve; polytechnical institute, one; and university, one, founded in 1630. Linguistic training is one of the leading features in the school curriculum. Tho the Russian language receives first attention, yet the pupils are taught Lettish, German, French, and lately English. The Letts have always given special attention to vocal music, and on this account they are frequently spoken of as "The singing nation." They also possess a rich collection of 200,000 original proverbs and poems, which constitute their oldest literary treasury.

SUBJECTION OF THE LETTS—The Letts have remained an unknown people because for seven hundred years they have been the "**slaves**" **of German invaders,** who were designated as Baltic Barons and formed a haughty and firmly entrenched caste of nobility. This statement is made in a memorandum submitted to the American delegation at the Peace Conference by the Swiss Committee on the Problem of Lettonia. It has followed that during these seven centuries the Letts have had no history, altho the Lithuanians, "their brothers in race and language," have figured gloriously in history under the standard of a nobility partly Polish and partly Lithuanian.

LETTONIA'S SURVIVAL—Despite oppression and because

(*Continued on page* 99)

THE STANDARD OF THE WORLD



CADILLAC
STANDARD OF THE WORLD

Its own peculiar public—the largest following of its kind in the world—has never been won away from the Cadillac, even for a little while.

There is a strain of steadfastness in the American people when they have tested a principle, or a product, and proven it sound.

In these days of lightning-like and disturbing changes, it is reassuring to recall this national characteristic, even in so slight a matter as the history of a motor car.

Cadillac history certainly contradicts any charge of instability or fickleness that might be made against us as a people.

No glamor of newness, no specious appeal of any sort, has ever been able to distract public attention away from the fundamental goodness of the Cadillac.

Conviction of that goodness has deepened, and broadened, and spread, and grown steadily stronger.

It is true that you seem to hear, just now, more ardent praise of the Cadillac than ever before.

That is because the world war has given a more dramatic setting to Cadillac goodness.

The old thought, which has held so many owners steadfast, is merely operating in a new way, and in a wider sphere.

The Cadillac has benefited by a national habit of hunting for things that are basically right, and, when found, holding fast to them.

CADILLAC MOTOR CAR COMPANY = DETROIT, MICH

CADILLAC
STANDARD OF THE WORLD

CURRENT - POETRY

THE object of camouflage, to make ships invisible, succeeded marvelously at sea, but when these "dazzle-painted" craft are in harbor it is impossible to see anything else. Now that the menace of mine and submarine is a thing of the past, many camouflaged ships are being repainted in their sedate coats of former years. From the Sydney (Australia) *Bulletin* we take the following farewell address of the ships to their vivid war-attire:

DROPPING THE MOTLEY

By E. J. Hill

Farewell, the fancy costumes that we've frolicked in so long;
The wardrobe-mistress clads us as befits our sober ways
On the well-tramped paths of ocean, where the cyclone's chorus-song
Goes roaring in the stays.

We have done some giddy pirouettes while clad in dazzling guise;
We cut the straight and narrow way and danced in maddening maze,
Whose courses showed like fever charts to our long-tired eyes
Through sleepless nights and days.

We are glad to drop the tinsel and once more appear to view
In house-colors made for working—the rough work which is our share.
We are sick of turkey-trotting, doing tangoes on the blue,
Dodging *U*-boats here and there.

We're respectable old ladies and can leave our calling-cards
In raiment none can jeer at or refer to with a grin.
We can feel at home full-speed ahead, or grousing in the yards
While taking cargo in.

The dance of death is ended. We have gladly flung aside
The motley of the past few years that clad us, shore to shore;
Its nightmare colors giddied us, but now on every tide
We're sane once more.

The call of the sea that is so regularly heard with the coming of each successive summer is echoed in the following stanzas from *The Dial* (New York):

SEA-HOARDINGS

By Cale Young Rice

My heart is open again and the sea flows in;
It shall fill with a summer of mists and winds and clouds and waves breaking,
Of gull-wings over the green tide, of the surf's drenching din,
Of sudden horizon-sails that come and vanish, fantom-thin,
Of arching sapphire skies, deep and unaching.

I shall lie on the rocks just over the weeds that drape
The clear sea-pools, where birth and death in the sunny ooze are teeming,
Where the crab in quest of booty sidles about a surly shape,
Where the snail creeps and the muscle sleeps with wary valves agape,
Where life is too grotesque to be but seeming.
And the swallow shall weave my dreams with threads of flight,
A shuttle with silver breast across the warp of the waves gliding;
And an isle far out shall be a beam in the loom of my delight,
And the pattern of every dream shall be a rapture bathed in light—
Its evanescence a beauty most abiding.
And the sunsets shall give sadness all its due;
They shall stain the sands and trouble the tides with all the ache of sorrow.
They shall bleed and die with a beauty of meaning old yet ever new;
They shall burn with all the hunger for things that hearts have failed to do.
They shall whisper of a gold that none can borrow.

And the stars shall come and build a bridge of fire
For the moon to cross the shoreless sky, with never a fear of sinking,
They shall teach me of the magic things of life never to tire,
And how to renew, when it is low, the lamp of my desire—
And how to hope, in the darkest deeps of thinking.

Another poem inspired by the sea we select from *Scribner's Magazine*. The versatile muse of Clinton Scollard here appears in the somber guise.

THE WATCHER

By Clinton Scollard

In toward Dingle a boat comes tackin',
Dippin' her bows in the scud an' foam,
An' here I sit in the yellow bracken
Wonderin' will my lad come home.

Out he went in the gay spring weather
Ere ever a blossom was on the whin;
Many a day have I sought the heather
Watchin' to see his boat come in.

Will it be to-day, will it be to-morrow,
An' at what turn of the creamin' tide?
An' still my heart cries out in sorrow—
"Where do ye bide? oh, where do ye bide?"

But ever the wind flings back my sighin'
In a plaintive, pitiful, keenin' way,
So here I sit, with the daylight dyin',
Lookin' out over Dingle Bay.

In *The Bellman* (Minneapolis) a handsome greeting and welcome to Lord Dunsany on his return from the war is proffered, not to the artist in prose and verse, but to an "Irish soldier from the field in France."

TO LORD DUNSANY

(*Upon his return from the war*)

By Norreys Jephson O'Conor

We greet you, poet, subtle craftsman, one
Who, having heard the harmonies of prose,
Their mighty music through his pages blows
As wind drives clouds athwart the springtide sun.
The pageant of mankind is never done:
Across your stage the strange procession goes,
Beggar and king; each by his action shows
Life understood to be a dream begun.

Yet, first of all, we hail you at this time
The soldier, one who waited not to see
Ireland's advantage till the world was free.
Adding new luster to your prose and rime,
What nobler title can your fame enhance
Than Irish soldier from the field in France?

A salute to dead warriors who may be forgotten is eloquently voiced in *The English Review*, by Muriel Stuart. We quote in part:

FORGOTTEN DEAD, I SALUTE YOU

By Muriel Stuart

Dawn has flashed up the startled skies,
Night has gone out beneath the hill
Many sweet times; before our eyes
June makes and unmakes divinely still
The daily magic of the rose.
The gentle history of the rain
Has been unfolded, traced, and lost
By the sharp fingertip of frost;
Birds in the bracken build again;
The hare makes soft her secret house;
The great winds' tourney comes and goes,
Tilting and tossing in the boughs;
The moon has waxed fierce and waned dim—
He knew the beauty of all those
Last year, and who remembers him?

. . . .

None shall remember him: he lies
In earth of some strange-sounding place,
The wind his only chant, the rain
The only tears upon his face.
He holds no place in memories
Of living men; yet such as he
Have made it possible and sure
For other lives to have, to be—
For men to sleep content, secure.

. . . .

He gave, as Christ, the life he had,
The only life desired or known;
For strangers this forgotten dead
Went out into the night alone.
There was his body broken for you,
There was his blood divinely shed
That huddled now with weed and stone
In some dark field lie lost and dim:
Eat, drink, and often as you do,
For whom he died, remember him.

As an example of war's reaction on individual lives, we quote from the London *Spectator* lines distinguished for a quality pathetic and dramatic.

A DREAD IN SPRING

By Habberton Lulham

Mother she calls to me: "Here, Bess,
Slip up t' Beacon Farm," she says,
"An' *take their basket back again*;
An' keep an eye for firin'-wood."
She thinks the climb'll do me good,
She dunno how I dreads that lane.

"Nightingale Lane," as Jim an' me
Did used to call Farm Lane, when we
Walked out on April nights last year:
For where it sang above its nest
We'd stand 'longside the hedgerow, prest
In one another's arms to hear.

An' Jim he'd learned to mock the bird
That nateral you never heard:
Four long high notes he used to give,
Then "jug-jug-jug"; until, maybe,
'Twould sing him answer, seemingly—
There, I shall hear it long's I live!

An' spring nights, when he'd pitched his fold
An' moonlight was all dusky gold,
He'd whistle for me like that—low;
An' I 'ud steal out soft to Jim
So none 'ud see me go to him,
Only our nightingale 'ud know.

First off we cared naught for the war;
But, before April come once more,
Jim he had gone, an' fought, an' died:
Yes, when he'd heard an' thought on it,
It seemed as he must do his bit,
For love o' me, like—love an' pride.

I durstn't never go that way,
Up our old lane, 'cause any day
The nightingale may get back there;
An' sudden, maybe, he might sing
The call Jim whistled me, an' wring
My poor heart worse'n I cu'd bear.

An' I dreads evenin's more an' more;
When Mother's knittin' at the door
An' Father's got his pipe an' mug,
I sits an' holds my head, for fear
Lest up our little lane I'll hear
Those four long notes, then "jug-jug-jug."

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From the start we purposely avoided making claims for the Essex. Our restraint was that of absolute confidence.

We knew it was certain to become popular, and that public favor would carry its fame further and with more effect than anything that could be written about it.

Therefore, we decided to let those who tried the Essex advertise it.

Today a rapidly multiplying army of friends is giving it the most powerful advertising known—disinterested, but enthusiastic, praise from living lips. From some of them you probably already have heard about the Essex: enough to make you curious and eager to examine and ride in it.

It is interesting to hear the Essex discussed from the view-points of widely diverging types of people.

What the User of Small Cars Has to Say

For instance, the man who has always owned a small car. He is the most enthusiastic of Essex admirers. It gives him a new sensation of power and stability. He likes its complete comfortable atmosphere. He does not hesitate to drive it over cobbled streets or rough roads. Squeaks and rattles are not annoyingly present in the Essex. He is proud of the easy way it passes more costly and more powerful cars in traffic because of its acceleration. The big, roomy seats, the fine finish, the handsome appointments—all appeal to his pride of ownership.

Owners of Large Cars Admire Essex Economy

You will hear other men compare the fine performance of the Essex with that of large high-priced automobiles. Certain features of Essex performance remind them of such-and-such fine car. Other points recall the gratifying behavior of other costly machines. And all are delighted with the low operating and upkeep costs.

It is because the Essex appeals to this universal love of comfort, beauty, power and pride of ownership, and brings them within reasonable economy, that it has won more friends perhaps than any other car ever did within the same length of time.

You will find much to admire and desire in the Essex, too. When are you coming for your demonstration?

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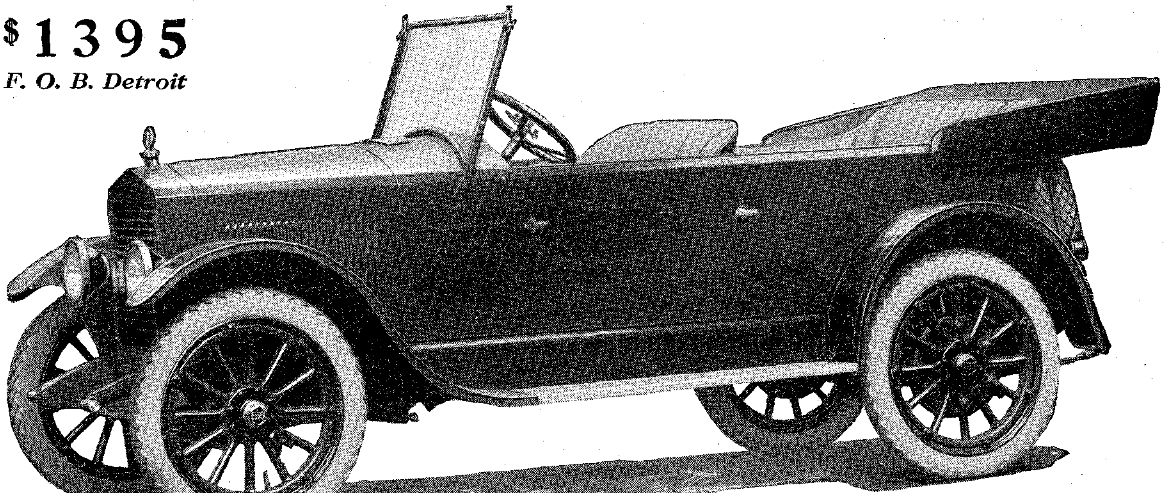

INTER CITY
EXPRESS

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THE FEDERAL BUREAU OF MARKETS reports higher depreciation charges on trucks than is necessary. *Good Tires* save trucks, cut down wear and tear and reduce depreciation.

Time to Re-tire?
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FISK CORD TRUCK TIRES keep your trucks working more steadily and keep them in service longer.

THEY PERMIT sustained running at speed without damage to the truck itself, or damage to perishable or fragile freight.

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WITH FISK TIRES your operating costs are less—it costs you less per pound of freight per mile hauled. Fisk Tires last longer. Save stress and strain on working parts of the truck.

NEXT TIME—BUY FISK.

FISK TRUCK TIRES

REVIEWS - OF - NEW - BOOKS

MAURICE F. EGAN'S TEN YEARS NEAR GERMANY

Egan, Maurice Francis. Ten Years Near the German Frontier. Pp. 364. Illustrated. New York: George H. Doran Company. $3 net.

"It was because he was master of his voice and not his legs," said one of the Germans at Versailles, that Count Brockdorff-Rantzau remained seated when, as head of the German peace delegation, he was handed the peace terms imposed by the victorious Allies and replied on behalf of his nation. This was hardly the scene Mr. Egan envisaged when he prophesied of his fellow diplomat then stationed at the Court of Copenhagen: "If he lives, he will be heard of later." Mr. Egan's book of recollections of his ten years' service as United States Minister to Denmark shows him a keen observer of personalities. Count Rantzau, as the German Minister, seemed a representative of the better element in Germany, and "one of the well-balanced among diplomatists." Perhaps it was this trait that led to the choice of the Count as Foreign Minister under the German Republic, entrusted with the heart-breaking task of going to Versailles to acknowledge that the Hohenzollern empire of "blood and iron" proclaimed at Versailles in 1871 had ended in defeat and disgrace, with Bismarck's handiwork a ruin, and to plead with the Entente for mercy to a stricken, starving, humbled people. From Bismarck to Rantzau—it is the history of the modern German Empire: first a successful war of conquest, then a coronation, followed by a half-century of prosperity and preparation for a greater war, with four years of battling against an outraged world, then a crushing defeat, an emperor in flight and exile, and a peace treaty putting Germany in bonds for many years and reducing her to a second-rate Power.

Count Rantzau resided near the American Legation in Copenhagen, and Mr. Egan found him good company and an earnest advocate of peace between Germany and America. Before our entrance into the war English diplomats feared the American Minister was seeing too much of the clever German, and was perhaps being led to take the war-issues too lightly. They were alarmed when they heard that Mr. Egan "had said that when Rantzau was Voltaire, he was frightfully diabolical; when he was Heine, he was delightfully diabolical; but when he was just Rantzau he was the devil himself." At which Mr. Egan laughs in his book. Here is the impression he formed of the German diplomat, hitherto so little known to us and now so prominent in the eyes of the world:

> "I found Count Rantzau a very clever man; he played his game fairly. It was a game, and he was a colleague worth any man's respect. He is one of the most cynical, brilliant, forcible diplomatists in Europe, with Liberal tendencies in politics. If he lives, he ought to go far, as he is plastic and sees the signs of the times. I found him delightful; but he infuriated other people. One day, when he is utterly tired of life, he will consciously exasperate somebody to fury, in order to escape the trouble of committing suicide himself. I shall always miss him. He is the kind of man whose society you covet on this earth, because, if all signs prove true, you are not likely to meet him in Heaven—until late in Eternity!"

Count Brockdorff-Rantzau is, of course, only one of the personages who flit through these recollections, which in the very best sense of the word are "gossipy." There is interesting talk of all kinds of people, crowned and uncrowned — Copenhagen, has been called "the listening-gallery of Europe." Mr. Egan heard a Russian once say: "The Austrian Ambassador to London and Prince Lichnowsky are such honest men that the Prussians find it easy to deceive them into deceiving the English as to the designs of Germany!" Apparently Prince Lichnowsky was not the only statesman of the time whom it was easy to deceive. Early in 1914, Mr. Egan, while on a visit home, called on Secretary Bryan in Washington to tell him that Russia "had begun to mobilize and that Germany would be ready to pounce by September." He found the Secretary "entirely absorbed in the Mexican question and in extending knowledge of minutiæ of the Sacred Scriptures among American travelers in Palestine." Mr. Egan had just opened his lips, after having, as he says, "silently listened to the most delectable eloquence I have ever heard," when Mr. John Lind came in and the Secretary "had attention for no other man. The affairs of Europe faded."

Many embarrassing incidents occurred at our Copenhagen legation during the days of our neutrality. There were stories of visitors being ushered in by a side door, or behind a screen, in order to avoid meetings between representatives of hostile countries. The Germans whom Mr. Egan met seemed usually to have deprecated ruthless *U*-boat warfare. He gained the impression that the Germans—

> "Had great hopes of a breakdown of the Allies through the treachery in the French Government itself. From such private information as we could get, it seemed that they relied on treachery among the Italians—especially among the 'Reds.' There was a Paris lady who wore the pearls of the Deutsche Bank, whose husband they had bought; and there were others, it was said."

Many private troubles were brought to the American Minister's attention before our entry into the war. There was a Russian lady of high degree whose wig, never before touched except by her own maid, had been rudely snatched from her head in order that the Prussians might discover if she were carrying letters across the Danish border. There was a Danish lady with relatives in the United States who "did not mind when they took all her letters; but when they rubbed me with lemon juice to bring out secret writings, I said it was too much!" Mr. Egan relates most amusingly how he handled the visit of Booker T. Washington; describes the stay of the American battle-ship fleet in Danish waters; tells how Mr. Roosevelt "came, saw, and conquered," and how "Mrs. Roosevelt won all hearts." Incidentally Mr. Egan heard later that the "Kaiser was disappointed with Mr. Roosevelt."

Of course, the most important event of Mr. Egan's ten years' residence at the Danish Court was the purchase of the Virgin Islands by the United States, a consummation in no small measure due to his own persistent effort. He tells the story of the purchase clearly and quotes the documents bearing on the cession. Of almost equal historical importance are chapters dealing with German religious and cultural propaganda. Much of German influence in Scandinavia is explained by the fact that before the war Scandinavian men of letters and science had to have recognition in Germany in order to gain either fame or monetary reward. In the chapter called, "*Kultur* as Patron of Danish Letters," Mr. Egan—who, we must remember, had long been a writer and teacher of literature before he was sent to Denmark—thus tells briefly what the Danes know of present-day American literature:

> "The traditional Yankee, with his toothpick and his elevated feet, still exists among them. Until recently, the only American books well known in Denmark were the poems of Longfellow, Cooper's romances, and Jack London's and Frank Norris's novels. 'The Octopus' runs a winning race with Rider Haggard's 'She' and 'King Solomon's Mines.' Mrs. Moller is doing her best to remedy this, and publishers, like the Hegels and Hagerups, are assisting her. Wells's prophetical books are read, and a favorite seems to be Benson's 'Lord of the World'; but Jack London, of Americans, and Rudyard Kipling, among Englishmen, head the list. Viggo Holstein-Rathlou, poet and librarian, at Odense, has translated Herrick, and has in contemplation translations from the poems of young Lodge, Moody, and other Americans."

Mr. Egan, himself a Catholic, gives what seems to be the whole story of the failure of German propaganda in the Catholic Church in America and a full explanation of Archbishop Ireland's failure to receive the red hat. One of his most illuminating chapters he calls "The Prussian Holy Ghost." It contains quotations from several remarkable letters written by German—and Pan-German—Lutheran pastors. He notes how such men used the name of Martin Luther to help stir up war-fever, and remarks that we have not yet discovered what the Catholics of Bavaria and Silesia and the Jews of Berlin and Munich thought of it all. As he well says:

> "A cardinal holding the standard of Luther, with two rabbis gracefully toying with its gilded tassels, is a sight the preachers offer to us when they appeal to Luther as the representative of Germany. Luther was no democrat; he would scarcely have approved of President Wilson's speeches; but yet he would not have worshiped the trinity of the Kaiser, the Crown Prince, and the Prussian Holy Ghost as the Godhead!"

During the war Mr. Egan's post was by no means so important as that of Ambassador Gerard in Germany, or that of Mr. Morgenthau in Turkey, or that of Brand Whitlock in Belgium. As a war-book, his book may be less significant than what they have written, but it contains matter of supreme historical interest, and throws many side-lights on German aims, purposes, and feelings. While, in a sense, not so weighty as the observations of one of his brother diplomats or so thrilling as the memoirs of another, his recollections are the work of a trained and facile writer. He reveals himself as a genial, chatty, witty man of the world, who considered that extending hospitality was one of the first duties of an American diplomatic representative abroad. We are often reminded of excellent dinners eaten at the American legation with the help of good wine. There is a flavor of conviviality, good cheer, informal table-talk all through the book, which is in no small degree responsible for its supreme virtue of readability. Mr. Egan carries the hospitable atmosphere of the Copenhagen legation into his writing; he has given us one of the few genuinely entertaining books of the year.

ELLA WHEELER WILCOX'S AUTOBIOGRAPHY

Wilcox, Ella Wheeler. The Worlds and I. Illustrated. 8vo, pp. 420. New York: George H. Doran Company.

There is certain pleasure to be derived from reading this plain, straightforward, and intimate account of an unusual life. We are permitted to watch Ella Wheeler grow from smallest childhood, through a growing ambition to become a writer, and to glimpse many of her early attempts in prose and poetry. At the age of nine she saw her first editor, and she was soon aiding the straitened circumstances of her household through her pen. She spent one term at the University of Madison, but was so unhappy that she prevailed upon her mother to permit her to stay at home and write. She began early to attract the notice of various literary personages—the description of her wonderful correspondence with James Whitcomb Riley and of their monkey and parrot meeting is entertaining reading. The "Poems of Passion," written in part from impressions upon reading works of Gautier, Daudet, Ouida, Shakespeare, Swinburne, and Byron, won her much notoriety through unfair and ignorant criticism, but it did serve to bring her before a larger public, and she vindicated her right to a place on the legitimate stage of American letters.

In 1884 she married Robert Wilcox. The two were kindred spirits, and their life together was one long romance. Rarely does one read or hear of two lives so in harmony, and Mrs. Wilcox opens the door and admits you to the drawing-room of their souls in so friendly and intimate a manner that you feel you have lived with them while they worked to upbuild and better and help the world about them. Perhaps the most interesting of all the pages are those dealing with Mrs. Wilcox's resolve to go to France, at the dictation, as she believed, of her husband's spirit, and of her very real usefulness in France time and again to the cause of the Allies. One can hardly refrain from giving a few tastes of this unusually bright autobiography. Among the agreeable features is a keen sense of humor, especially when the joke is at her own expense.

"A small boy, named Eddie, came to call with his mother, who said she thought Eddie and Ella would make good playmates. I looked at the boy intently for a moment, ran into the kitchen, and reappeared with a tin wash-dish and a rag in my hand. My mother in amazement asked me what I was doing. I replied, 'I am going to wash Eddie's face before I play with him.' When, in later life, I showed an impulse to try and improve people physically, mentally, or morally, without any requests on their part, I was reminded of this early incident."

She quietly pokes fun at herself by quoting her "maiden effort in verse," describing the heroine of her "first novel."

A head covered with pretty curls;
 A face white as the snow,
Her teeth are like handsome pearls;
 She's tall and stately, too.

Not less funny (in a chapter entitled "Lunatics I Have Known"!) is her account of the delusion of a suitor long after she was married, who was convinced that they, too, were "meant for each other." She had him "looked after by medical and police authorities," and he proved to be insane. She tells the sequel as follows:

"The doctor himself shortly afterward wrote and apologized for his former letters, saying he had attended a religious revival and studied Shakespeare and read some of my poems all at one time, and the combination had unsettled his reason."

Her religious sense was early strongly developed in a family that was strongly agnostic and disposed to argument, even to vituperation emanating from "church people."

"I used to dread these arguments, and always when anything really bordering on irreverence was uttered it hurt me like a blow. In after years I understood why this was. Being an old soul myself, reincarnated many more times than any other member of my family, I knew the truth of spiritual things not revealed to them. I could not formulate what I knew, but I felt myself the spiritual parents of my elders; and I longed to help them to clearer sight."

Her whole-hearted acceptance of the spiritualistic position was guided by a clear-eyed sense of the danger, to the ignorant and unbalanced, of meddling with these things:

"These experiences made me realize the folly and danger which lie in this investigation of invisible realms for the people who are merely curious and who have no basic foundation of knowledge of occult matters. The hysterical and jealous woman who goes to a medium to learn whether her lover or husband is true to her will, of course, know that her worst fears are well founded, for her intense jealous thoughts will make a form visible to the eyes of the psychic. The psychic is not a fraud, but a self-deceived mind-reader."

Not the least interesting parts of the revelations are those which deal with the occasions and inspirations which evoked many of her poems. She thus explains the origin of one of her most quoted pieces:

"That evening, as I stood before the mirror, putting the last touches to my white toilet, a swift vision of the young widow in her weeds came before me. With a stricken conscience I realized how quickly I had forgotten her; and I pictured to myself the dark shadows she must have carried into the home she was visiting, and contrasted it with the brightness of my own environment. It was at that moment the poem 'Solitude' was conceived—the first four lines coming at once in their present form:

Laugh and the world laughs with you,
 Weep and you weep alone.
For the sad old earth must borrow its mirth,
 It has trouble enough of its own.

Finally, her catholicity (appreciation of "New Thought," Brahmanism, Theosophy, Buddhism, etc.) comes out well in the following sonnet, inspired by the monument of Buddhism at Boro Boedor, Java.

AT THE BORO BOEDOR

Watching the dawn upon its turrets break
(New beauties leaping to each ray of light),
Methought I heard Christ calling (as one might
Call to an older brother): "Buddha, wake!
Come toil with me. From thy calm eyelids shake
The dreams of ages; and behold the sight
Of earth still sunk in ignorance and night.
I took thy labor—now thy portion take.
Too vast the effort for one Avatar,
My brave disciples are not overwise,
Our kindred creeds they do not understand;
My cross they worship, yet thy temples mar.
Dear brother Buddha, from Nirvana rise,
And let us work together, hand in hand."

The sprightly, generous, intimately confidential, witty character of this autobiography will add nothing but increased affection from her worshipers for this most kindly soul.

MRS. VORSE IN GREENWICH VILLAGE

Vorse, Mary Heaton. I've Come to Stay. New York: The Century Company. $1.25.

"The most written of spot in America" is Greenwich Village, says Mrs. Vorse in her new book about "that mythical spot." Her story opens promisingly with a whimsical introduction in which the author classifies the dwellers of that region as "Regular People, who look and act like you and me," "Wassailers, and Uplifters, Psychoanalysts, and Professional Disapprovers," "young people in love with Whim and worshiping at the altar of Caprice," "also the Aborigines, who do not know that they live in the Village or that anything is going on." The book is gay, and occasionally clever, but, like most of the efforts to "write up" this section, it is not very satisfying. The difficulty here is not lack of information, for the author knows her village; she has piquant characters, not the least of whom is a "gloomy gray" cat, "both ribald and austere"; and the incidents are unusual enough; she even has a motive behind her frail plot. Her heroine, an artist, in the effort to forget "a blue-serge past," plunges into the frivolities the Village sanctions, only to find that even this course leads back to the old inbred sense of responsibility and self-sacrifice. But at best it is a burlesque plot, and the story inconsequential. One should perhaps not ask too much of a tale that does not pretend to seriousness. Certainly the gala spirit of the Village, its informal friendliness, and its unstable finances afford situations perennially amusing.

Overworked Cash.—"Money is circulating very fast," remarked the economist.

"Yes," replied the ordinary person; "by the time a dollar bill gets around to me it is so tired it can't do anything like the work it used to."—*Washington Star.*

Feathers and Quills.—"Ill-gotten gains are often troublesome."

"True," said Mr. Dustin Stax. "Many a chap who thinks he is feathering his nest inadvertently picks up a bunch of porcupine quills."—*Washington Star.*

Only Thing to Do.—Doctor—"You are all run down. You ought to quit business entirely."

Patient—"If I've run down I suppose I'll have to wind up."—*Boston Transcript.*

Handy Devil.—"Mebbe dar is a sho'nuff Satan," said Uncle Eben, "an' den ag'in, mebbe he was only invented by folks dat wanted some one to blame foh deir own natural meanness."—*Washington Star.*

Only Adequate Language.—Inquisitive Old Lady (to stalled motorist, a former soldier-teamster)—"Is that French you're speaking, young man?"

"No, ma'am; mule."—*Life.*

Deep Thought Here.—"Some men," said Uncle Eben, "is so smart dat dey loses interest in plain old-fashioned truth 'cause dar ain't enough novelty to it."—*Washington Star.*

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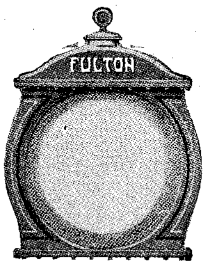

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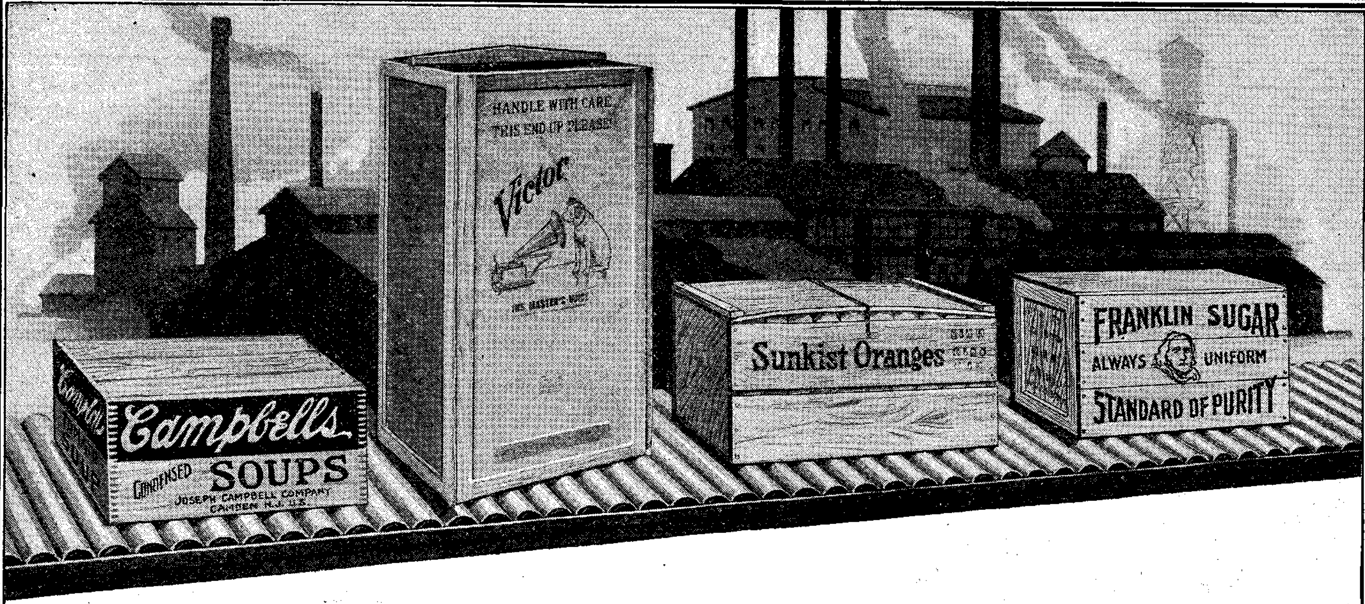
SOLDIERS WHO RETURN "TOO BIG FOR THEIR JOBS"

MEN who have known the inspiration of fighting for an ideal, the spiritual exaltation of helping to make that ideal victorious, will not readily go back to mean and mechanical employment in civil life. Tens of thousands of young Americans, perhaps hundreds of thousands of them, are returning with ambitions and capabilities grown too big for their previous jobs. "People must be patient with these men," advises Lieut.-Col. Arthur Woods, formerly Police Commissioner of New York City, now in charge of the Government's work of re-establishing soldiers and sailors in civil life. "They must realize that if the soldier seems unsteady, if he seems dissatisfied and undecided, if he doesn't seem to settle readily into the old groove, the reason is that he has unsettled himself by giving to the utmost in order that we might continue to live in peace and security." In the course of a recent interview in the Kansas City *Star*, Colonel Woods cites and comments on some typical cases:

> The other day I was talking with a friend of mine who started in the service as a first lieutenant and came out a major. He was a banker and we were sitting in his office with some of his former partners; the conversation was about business, and selling and buying. The major had not seemed to enter much into the conversation, but all at once he put his hand upon his forehead and said: "Well, boys, I may be wrong—I probably am—but these things we are talking about—with all that has gone on in the world and is still going on—it seems to me we are no better than the money-changers in the temple."
>
> That is the spirit the American soldier is bringing with him as he returns to civil life. He did his job with unreserved devotion and loyalty; he did it because he believed in it, and from doing it in this way he got a vision of what it means to live a life that is worth while, of the difference it makes to feel that he is doing his part, no matter how small, to help along a big thing; of the feeling that his little push, tho it be only the smallest fraction of an inch, is a push in the direction of a glorious goal.
>
> With this experience the soldier steps out of the government service and into civil life again. He is to shift for himself once more; there is no one looking after him. It is the old life and yet the new life; the old life of personal responsibilities; but the new life of feeling that the only thing worth while in the world is to back up some big cause and to throw oneself unselfishly into something that counts toward helping along the cause of justice and freedom and happiness in the world. The American soldier has caught the spirit of self-sacrifice, of unselfishness, of helpfulness. He has rubbed off most of the sham of life and a lot of hypocrisy. He sees through things that may have deceived him before; he has no patience with selfishness and self-seeking; he despises smallness and the small view of life.
>
> Such are the American soldiers who are now coming back to be American citizens. It is no wonder that they don't seem to know just how to hitch on to things. As one man said to me: "How can I go back to my old job? What's the use of running an elevator up to the top story when there is nothing to do but run it down again? What's the good of it all?" Another man said he just couldn't bring himself down to work again at his own job and "push a pen" across a page—he couldn't see what was the use of it, and he wanted to do something that he felt worth doing.

One criterion of this desire among ex-soldiers for a change in favor of a bigger job is furnished by the reception given to Secretary Lane's so-called "soldier-settlement" plan, which was proposed last summer, and was explained in detail in THE DIGEST for July 20, 1918. Congress did not appropriate the relatively small amount of money needed to guarantee land and a suitable dwelling for every ex-soldier who desired to become a farmer on one of Uncle Sam's reclamation projects, but interest in the plan has not abated. At the coming special session of Congress a determined effort will be made to get through both Houses the measures necessary to put Secretary Lane's plan into such shape that it may be attractive to ex-soldiers, especially to those of them who want work where individual initiative will count. In the current issue of *The Reclamation Record*, a monthly bulletin issued by the Reclamation Service of the Department of the Interior, we read:

> Up to the time of going to press over 35,000 inquiries regarding the soldier-settlement plan have been received by the Department of the Interior from soldiers, sailors, and marines, both in the United States and overseas, representing every State in the Union, the District of Columbia, Alaska, and Canada, and these inquiries are still pouring in at the rate of five or six hundred a day.
>
> Many of the State legislatures have enacted soldier-settlement legislation in anticipation of similar action by Congress at the coming special session.
>
> The American Federation of Labor has indorsed the plan in its reconstruction program.
>
> Scores of chambers of commerce, boards of trade, and similar organizations have placed the stamp of their approval on the plan.
>
> A genuine surprize came recently in a batch of applications numbering nearly one hundred, each of which was signed by a nurse in an army hospital. What do you know about that? The first thing you know the Interior Department is going to have to engage a social secretary. The statistician and the editor of *The Record* are both married, and this is no job for either of them. Think of the possibilities flowing out of a soldier settlement wherein a number of farms are occupied by angels who have performed such signal service ministering to the wants of the sick and wounded. Gee whiz! who wouldn't be an applicant for a farm under these circumstances. Just let it be known that Congress is going to give the brave and devoted nurses a chance, and the Secretary may as well make up his mind to ask for forty billion dollars right off the bat.
>
> The daily mail contains many letters from the soldiers overseas who have heard of Secretary Lane's plan. These letters express a great eagerness to get to work right away. A lot of them are pathetic and bring a lump to the throat when you read them. You can't wonder that the Secretary is disappointed that he can not assign them to a job. This problem of the returning soldier was a live one the very day we declared war, and it has been growing more serious every day since. While every other civilized nation has made provision in one way or another we have marked time only.
>
> Fathers and mothers are writing about the plan, asking consideration for sons across the sea or still in camps here. The chorus is a swelling one, and by the time Congress gets back on the job there will be plenty of evidence that there are soldiers who want to farm for a living, but want their own farm.
>
> During the last month a good deal of time in the statistics section has been given to preparing slides and films for overseas use in connection with the educational work of the War Camp Community Service. It has been a matter of great rejoicing to us that, thanks to the fine cooperation of our project people which made it possible for us to finance our motion-films, we have been able to assemble more than 30,000 feet of film illustrating geographically and completely every phase of engineering, agricultural, and industrial progress on most of our projects. The subjects are too numerous to be mentioned here in full, but suffice it to say that the best scenes on the Salt River, Yuma, Rio Grande, Carlsbad, Orland, Klamath, Yakima, Okanogan, Flathead, Boise, Minidoka, Newlands, Uncompahgre, Grand Valley, North Platte, Strawberry Valley, Huntley, Shoshone, and lower Yellowstone projects are going to be made familiar to France, England, Italy, and everywhere our men are on duty across the water. Prof. Frank Adams, of California University, has gone abroad with these pictures, and he knows national reclamation as few men do.
>
> Somehow we can't help but feel that these pictures are going to be helpful. To many they will bring up homesick longings from home. To others they will bring the call of the Golden West. Can't you visualize the protruding chest of the dough-boy from Yakima when he sees those apple-trees bending under their loads of luscious fruit? Hear that Boise chap brag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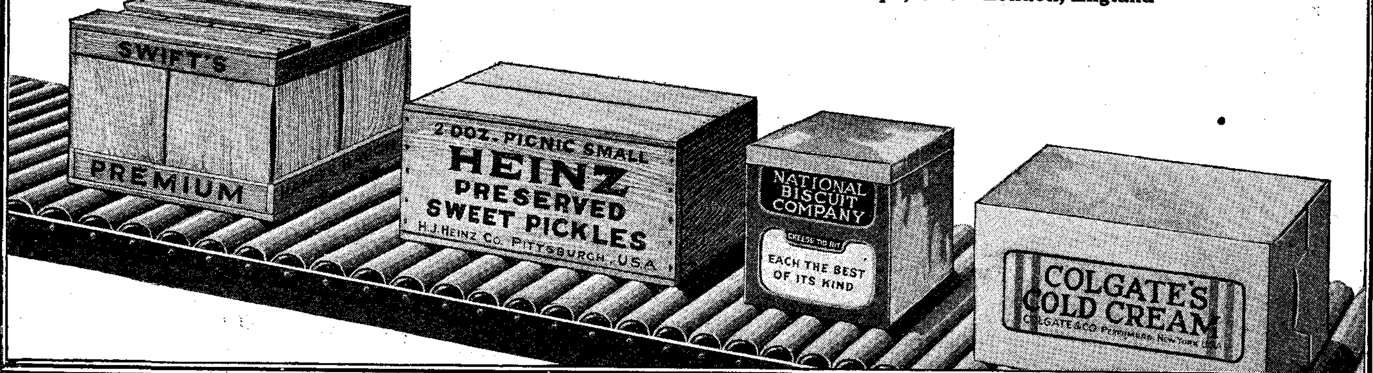
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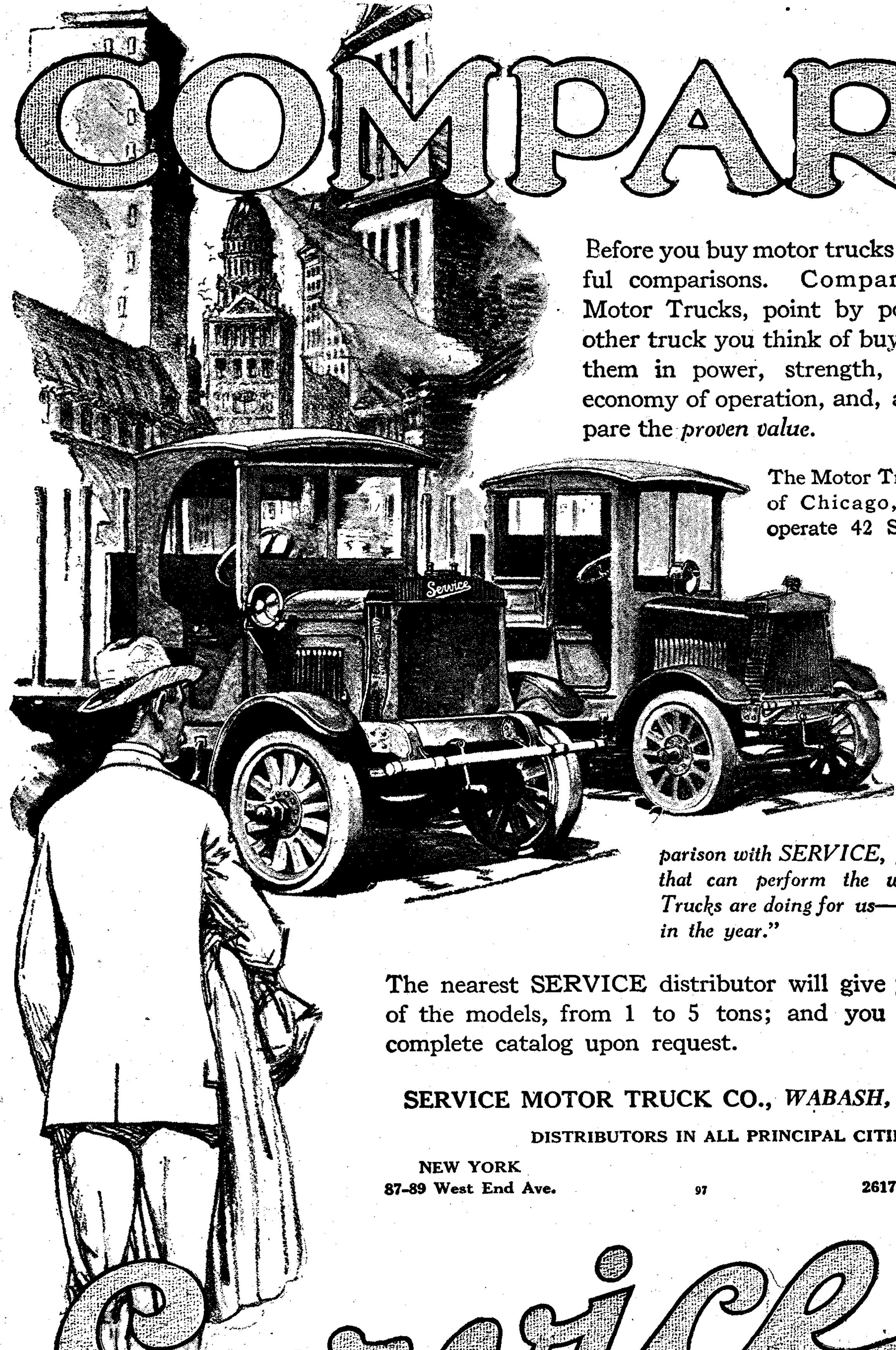

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about the Arrowrock Dam, the highest in the world. The Rio Grande lad smiles in a superior fashion as the Elephant Butte Dam flashes on the screen, the whale of irrigation reservoirs, and so on down the line, every one a booster for his own locality.

Among our most delightful experiences in connection with our camp talks have been the meetings with the boys from the projects. Last week at Quantico we ran across several from Huntley and lower Yellowstone. The youngster from Ballantine is the son of a Missourian we coaxed out there in 1908, and he made good. The picture of his home made the kid very proud, and he bragged a bit about the Huntley country, as well he may. The boy from Sacramento Valley said he worked on the Orland project, and if there was any better spot in the world he'd have to be shown. Another from Arizona spoke up and said: "Were you ever in Salt River Valley?" Curious isn't it, but fine, too, how attached we grow to our nests in the West?

Over at Camp Meade we ran into a company of boys from South Carolina and Georgia, who were wonderfully interested in the colony plan for their States. A number of others wanted to know about New England, and a Boston boy said he'd like a farm on Cape Cod peninsula. We told him that historic knob of land looked good to us, too, after we had inspected it under the direction of Supervising Engineer Hanna, whose ancestry bears the name of Alden and who speaks of glacier-till soil as familiarly as we talk of the weather.

In addition to the work being done by the Reclamation Service, some two thousand bureaus are at work in city after city throughout the United States helping to fit the returned soldiers into the work each one desires, and the motto of all of the bureaus is, "His own job, or a better one." Very often the call is for a better one, and the bureaus do all they can to meet the demand. But the bureaus are not largely patronized by men looking for better jobs, for there is a spirit of independence about these ex-soldiers who return with broadened and deepened outlook. As one of them writes in a service paper: "We don't need any special coddling. Just give us a fair chance, and let the best man win." Says the Kansas City *Star*, discussing the work of governmental agencies both in relation to the soldier who comes back to find his old job worthy of him and to the less fortunate man who has outgrown his job:

> The bureaus are operating in connection with demobilization-camps to have positions ready for men when they arrive at their home towns after their discharge; and they also operate over and over again, if necessary, to find positions for men who did not come straight home from camp.
>
> Through the efforts of the bureaus thousands of men are being fitted into their proper place to help in the great work of reconstruction. But there are some who do not fit in their old job—they are too big for them and they are not content with them. They want a chance to fit into the scheme of things so they can count, so they can do something worth while. They ask nothing of their friends except friendship and brotherly counsel.

ADVENTURES OF A MISSIONARY IN AN ALASKAN GOLD-CAMP

KLONDIKE was the objective of the first gold-rush to Alaska in 1897 and 1898. In 1899 another "strike" was announced, this time at Nome, on the bleak, wind-swept coast of Bering Strait. In "Adventures in Alaska" (Revell), Rev. S. Hall Young relates some of his experiences at Nome shortly after that place had become an established gold-camp. Mr. Young did not go there as a gold-seeker, but as a missionary, in which line of work he had been engaged for many years in the Far Northwest. Innumerable tales of Alaska have been told since the discovery of gold there, but none more vivid than those of Mr. Young. His stories deal with life and conditions from the view-point of the man sojourning in that wild region primarily for the purpose of rendering assistance to his fellow-men rather than in quest of material gain. He had floated 1,200 miles down the Yukon since May, and the middle of August he began his trip to Nome at the town of Rampart, where he boarded a Yukon River steamboat closely packed with a mob of gold-seekers bound for the new fields. After a long and arduous journey he at length reached his destination, and staggered up the beach at Nome, in a drenching rain, in search of a lodging-house. The settlement was of the crudest pioneer character, made up of straggling board shacks and tents. "The buildings most in evidence," he says, "were saloons, generally with dance-hall attachments." The streets were muddy, the skies leaden, and the outlook altogether dreary. He proceeds:

> I soon found a sign written in charcoal on the lid of a paper box—"Lodging." I entered the rough building and found a cheery Irishwoman named McGrath. There was no furniture in the house except two or three cheap chairs and a home-made board table.
>
> "Shure, ye can," she answered in reply to my question about spending the night there.
>
> "Ye'll spread yer robe an' blankets on the flure, an' it'll only cost ye a dollar an' four bits. Ye'll plaze pay in advance."
>
> I took stock on the contents of my pocketbook. There was just five dollars left of the thousand with which I had started from home on the first of May. It was now the first of September, and no more money was due me until the next spring. My food and tent were on the steamboat and would not be likely to come ashore for many days. It was Sunday evening, and a whole week must elapse before I could take up a collection.
>
> I paid my landlady and she put my blankets by her stove to dry. I paid another dollar and a half for a supper of beans and flap-jacks—the first food I had tasted for three days. I slept soundly that night on the floor, without a care or anxiety. The next morning I paid another dollar and a half for breakfast, and could not resist the temptation of purchasing a Seattle paper (only three weeks old—what a luxury!). I had just twenty-five cents left—and I was a stranger in this corner of the earth!
>
> I could not help laughing at my predicament as I entered the Alaska Exploration Company's store. A bearded man standing by the stove bade me "good morning."
>
> "You seem to be pleased about something," he said. "Have you struck it rich?"
>
> "Well, yes!" I replied; "a rich joke on me," and I told him of the fix I was in.
>
> "What? You are Dr. Young?" he exclaimed, shaking me heartily by the hand. "Why, I'm a Presbyterian elder from San Francisco."
>
> The man's name was Fickus, a carpenter, who had come to Nome to build the stores and warehouses of one of the big companies. He had held the first religious meetings in the new camp and had found quite a circle of Christian people.
>
> He offered to lend me money, but I refused to take it. "No," I said, "let us wait and see what happens."
>
> Something happened very quickly. While we were talking a young man entered the store and came up to me.
>
> "I understand that you are a minister," he said.
>
> "Yes," I replied. "What can I do for you?"
>
> "You can marry me to the best woman in Alaska."
>
> "Is she here?" I asked, with a triumphant smile at Fickus.
>
> "Oh, yes; she came on the last boat from Seattle."
>
> "When do you wish the ceremony to take place?" I inquired.
>
> "Right now," he replied. "You can't tie the knot too quickly to suit me."
>
> I followed the eager young man, married him to a nice-looking girl who was waiting in a near-by cabin, received a wedding-fee of twenty dollars, and returned to my newly found friend with the assurance that my wants were supplied until my outfit would come ashore.
>
> This was my introduction to the second great gold-camp of the Northwest—the raw, crazy, confused stampede of Nome.

Shortly after his arrival at Nome, Mr. Young made the acquaintance of the Eskimo, a race with which he had not theretofore been familiar. They were interesting, but odoriferous. He says:

> At first they were a source of considerable annoyance. I always felt like laughing aloud when the queer, fat, dish-faced, pudgy folk came in sight. As we had to depend upon driftwood for our fuel, they would come several times a day, bringing huge basketfuls of the soggy sticks for sale at fifty cents a basket.
>
> They soon learned that I was a missionary, and then they would come rolling along, forty or fifty of them at a time, and "bunch up" in front of my tent. If I were cooking dinner they were sure to gather in full force, and would lift up the flap of my tent, grinning at me and eyeing every mouthful I ate. I did not know enough of their language even to tell them to go away. Their rank native odors were overpowering in the hot tent. You could detect the presence of one of those fellows half a mile away if the wind were blowing from him to you. The combined smells of a company of natives, not one of whom had ever taken a bath in his or her life, and who lived upon ancient fish and "ripe" seal blubber—well, I'll stop right here!
>
> One evening at a social in our warehouse-church we played the "limerick" game,

which was then a popular craze. We would take a word and each one would write a verse on it. One of the words was "Esquimaux." A number of the "limericks" were published in *The Nome Nugget.* With a man's usual egotism I can only remember my own, which I saw at intervals for several years in Eastern periodicals:

Oh, look at this queer Esquimaux!
His nose is too pudgy to blaux.
  His odors are awful:
  To tell them unlawful;
The thought of them fills me with waux.

One day I was getting dinner in my tent and the usual company of natives watching the performance, when there came along a couple of men who had just landed and who, evidently, had never seen an Eskimo before. I overheard their conversation.

"Say, Jim," said one, "just look there. Did you ever see the like?" (A pause.) "Say, do you think them things has souls?"

"We-e-ll," drawled Jim, "I reckon they must have. They're human bein's. But I'll tell you this: If they do, they've all got to go to heaven, sure; for the devil'd never have them around."

As was the case in '49, when the discovery of gold in California was announced, all kinds of men gathered in the gold-camps of Alaska, good, bad, and merely medium. As a missionary, Mr. Young came into more or less contact with all of them, and thus formed some strange friendships. A man who became one of his best friends was a saloon-keeper to whom he refers as "Bunchgrass Bill." He was a member of the Nome Odd Fellows' Club, at a meeting of which organization the saloon-keeper was introduced to Mr. Young in the following picturesque manner: "Billy owns and runs the 'Beach Saloon,' and goes by the name of 'Bunchgrass Bill.' I don't know how he got into the Odd Fellows, under rules which bar saloon-keepers and bad men. But he's in, and we'll not turn him out of the club, at least so long as this distress continues." The "distress" referred to was the typhoid epidemic then raging in the camp. Mr. Young continues:

I was made chairman of the relief committee of the club, and found work a-plenty cut out for me. Altho the members of the club did not look with indifference upon any case of distress, yet its prime object was to look up and help the sick Odd Fellows. I prepared a bulletin and tacked it up in the stores and saloons, directing that any cases of distress among the members of the order should be reported to the committee. As the typhoid epidemic increased in virulence, the club found its hands full.

A day or two after this first meeting, I was passing Bill's saloon when he called me in.

"I've just heard of a sick man," he reported, "and I think he's an Odd Fellow." Then, after a pause, he added, "but if he isn't that doesn't make a —— bit of difference."

He led the way along the beach for half a mile or more to an isolated tent, where we found the typhoid case. Billy stayed until he made sure that the man was well cared for in the charge of friends and a good physician. Then he took me aside and slipped a twenty-dollar gold piece into my hand. "Use that for him," he directed.

The next day I had to raise a hundred and fifty dollars to send an old miner who was poor and crippled "outside." I marched at once to the "Beach Saloon." "Billy," I said, "this old-timer has blown in all his dust for booze; and it's up to you who have got it from him to take care of him now."

"That's right," he promptly answered. "There's ten saloons; what would be my share?"

"An ounce," I replied, passing him the paper.

He weighed out the gold-dust. "Wait a while before going on. I'll pass the word down the line," he said.

Half an hour afterward I stopt again at his door. "They're all ready," reported Bill. "If any of them guys don't come across, just tell me."

They all "came across," and thereafter, until I left Nome, all the saloon-keepers met every demand I made upon them without question.

Thus the missionary and the saloon-keeper became friends. Bill was made a member of the relief committee of the club, and as such was of great assistance to Mr. Young in his work of looking after the typhoid cases which were numerous in the camp. Presently the missionary himself fell ill with the disease. He writes of this as follows:

Ah, that long, desperate fight for life! The stunning pain in my head, the high fever, the delirium, the nervous terror, the deadly weakness, the emaciation, the chills and nausea! I was badly handicapped in my fight. The two months of wearing work and strain which preceded my illness had exhausted me, body and mind—there was no vital reserve to draw upon.

I was in a little, cold shanty, twelve feet square, crowded and unhealthy. Two people besides myself must live in that tiny room—sleep there, cook there. The savage arctic winter raged against us, howling his vengeance upon our impudence in thus braving him, unprepared. He made every nail-head inside the house a knob of frost. When my blankets, damp with the steam of cooking, touched the wall, he clamped them so tight one must tear the fabric in pulling it free. He made my clothing, stowed under the cot, a solid lump of ice. He asphyxiated us with foul gases when the door was closed, and filled the room instantly with fine snow from the condensation of the moisture when it was opened. He charged constantly upon the thin shell of the house with his high October and November winds, shaking it wildly and threatening to bowl it over. He drove, in horizontal sheets, the fine, flourlike snow, shooting it through batten-crevice, door-crack, and keyhole; and, finding myriad small apertures in the shake roof, sifted it down upon my face. He piled it in fantastic whirls around the house, selecting the side on which our one small window was, to bank it highest, so that he might shut out our light. He sent the red spirit in the thermometer-tube down, down, down—ten below zero, twenty, thirty when it stormed, and forty, fifty, sixty below when it was still, and the black death-mist brooded over the icy wastes and men breathed ice-splinters instead of air.

The fuel-supply for the Nome camp was very poor and scanty. Men were digging old, sodden logs of driftwood out of the snow, and hauling this sorry firewood twenty miles by hand. Coal was scarce and sold by the ton for $150, or by the bucket for ten cents a pound.

In this crisis "Bunchgrass" Bill devoted nearly all his time to the care of his friend, sitting at his bedside for hours at a time and rendering him every assistance in his power. An example of his efforts in behalf of the sick man is furnished by the following:

As Dr. Davy had said from the first, mine was "a bad case." I had seven and a half weeks of high fever before it broke, whereas the usual limit of fever was three weeks. I reached the extreme of emaciation and weakness. I could hardly lift my hand. When they bundled me in a blanket like a baby and hung me on the hook of a big steelyard I weighed sixty pounds! I was long in the Valley of the Shadow of Death and reached its utmost boundary, until the very waters of the dark river lapped my feet.

"Well, Bill," said Dr. Davy with a sigh, as he was returning one morning from his call upon me, and stopt, as was his custom, to report to the "Beach Saloon," "I'm afraid it's about over. I don't think Dr. Young can last much longer. He can retain nothing on his stomach. We've tried all the brands of condensed milk in the camp to no avail. Everything comes up the instant it is swallowed. There are many internal complications, and he may go off any hour in one of those deathly convulsive chills."

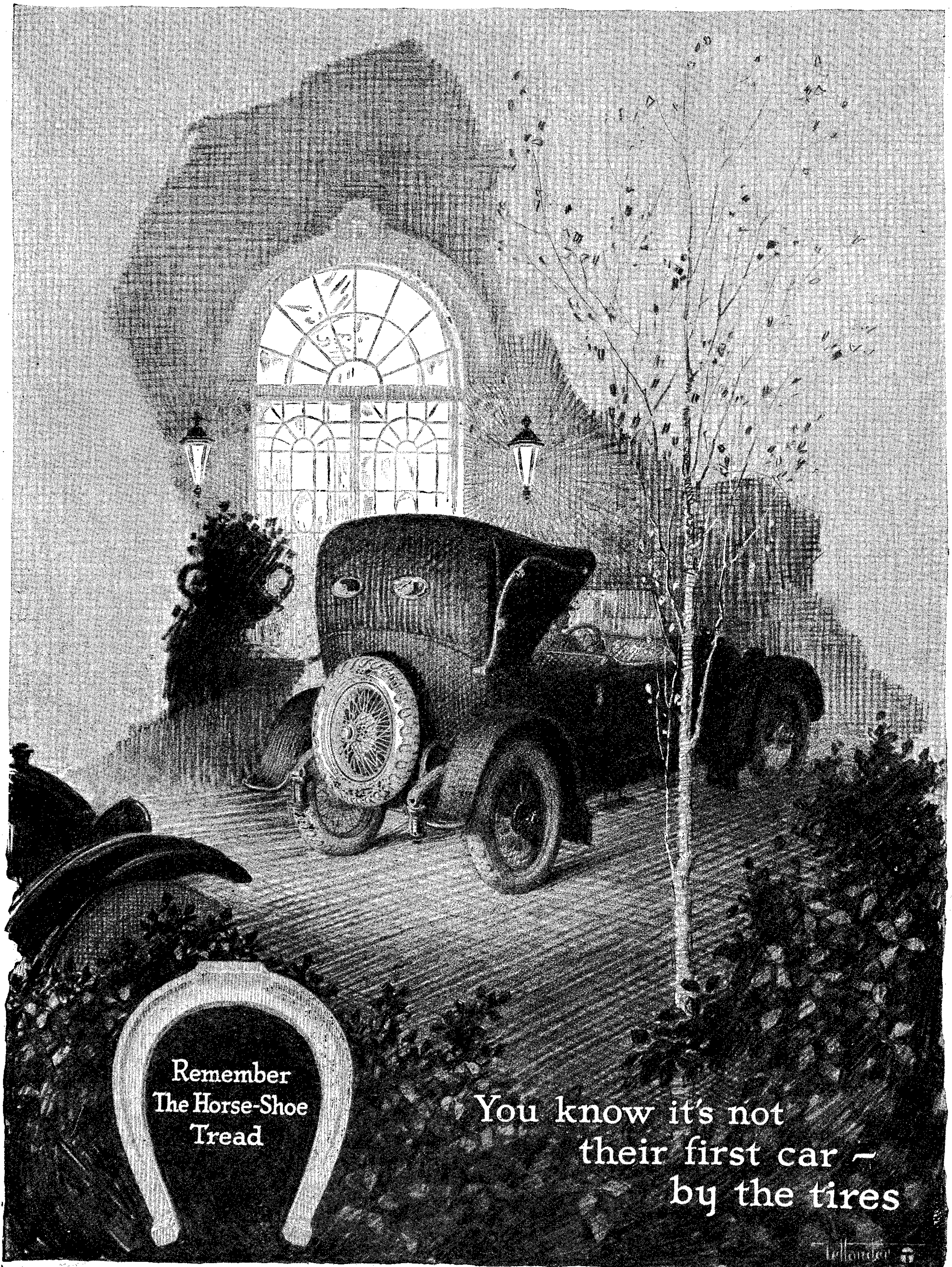
"Big Wilbur," who reported the scene to me afterward, said that Bill's face "went white as chalk, and then flushed red as fire." He jumped at the doctor as tho he were going to assault him.

"By God," he cried, "he's not goin' to die. We'll not let him, Doc. See here: When I had the fever at Dawson what saved me was cow's milk. Now, there's a cow here. You come with me, and we'll go see her."

"That cow," explained Wilbur, "was a wonderful animal. Her owner sold twenty gallons of milk a day from her, and she didn't look as if she gave one. Bill knew the owner was doping the milk with condensed milk and corn-starch and water and other stuff. So he strapped on his two big guns. He's great for bluff, is Bill. Doc and I went along to see the fun. We found the owner in the stable 'tending to his cow. Bill didn't beat around the bush any.

"'You look here,' he said. 'Your cow's givin' too darned much milk. Now, this man I want it for is my father, an' he's got enough microbes in him already. Doc, here, analyzed your milk; didn't you, Doc?' (Doc Davy was game, and nodded. 'He says you put tundra water and all kinds of dope in it. I'm goin' to keep tab on you, an' if you dope my milk—well, you know me! It don't make no difference what you charge—a dollar a bottle or five dollars a bottle—my father's got to have pure milk. Understand?'"

For three months Billy went to the stable every day and superintended the milking. At a cost to him, sometimes, of three dollars for a pint bottle and never less than a dollar a bottle or five dollars a bottle of fresh milk. When Bill and the doctor came in with that first bottle Mrs. Perrigo, the nurse, carefully raised my head and gave me a brimming glass of the rich milk. I drank it all and dropt off to sleep. I needed no more whisky. The turning


Remember
The Horse-Shoe
Tread
You know it's not
their first car –
by the tires

RACINE HORSE-SHOE TIRES

RACINE AUTO TIRE COMPANY, RACINE, WISCONSIN

Goodyear Tires write their own advertisements upon the world lanes of travel—they write in the legible script of the Goodyear All-Weather Tread. Wherever you see this familiar imprint you are reminded that more people ride on these tires than on any other kind.

This is an actual photograph of the impression left on a muddy road by the Goodyear All-Weather Tread.

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GOODYEAR

AKRON

point of my illness was that glass of cow's milk. Bill's big bluff saved my life!

To show the rough, yet fine sentiment of the man, let me tell one last word about the lone cow. She went dry before spring, and, as the camp was crazy for fresh meat, the owner butchered her. One of the Odd Fellows told me. Said he: "Bill just went wild when he heard of it, and we had all we could do to keep him from going gunning for the man who killed the cow that saved your life. Why, that man would lay down his life for you, and laugh while he was doin' it."

As is well known, the principal mode of travel in the Far North is by dog sled. "The dog is by all odds the most valuable animal of the Northwest to the white miner and settler," says Mr. Young. "He is the miner's horse, bicycle, automobile, locomotive, all in one." The missionary's work at times requiring him to take long trips, Mr. Young acquired a dog-team of his own, which he describes thus:

> It is one of the finest teams in all the North. There are five pups of the same litter, now six or seven years old. They are a cross between the McKenzie River husky and the shepherd-dog, and have long hair and the hardy endurance of the former and the sagacity, intelligence and affection of the latter. Being brothers, they know each other and are taught to work together, altho this fact does not hinder them from engaging in a general free-for-all fight now and again. However, if attacked by strange dogs the whole five work together beautifully, centering their forces with Napoleonic strategy and beating the enemy in detail.
>
> The leader is black, white, and tan, marked like a shepherd-dog. He has been named "Nigger," but I have changed his name simply to "Leader." It sounds enough like the original to please him and keep him going. He is a splendid leader. He has a swift, swinging pace, and can keep the trail when it is covered a foot deep by fresh snow, and there is no external sign of it. He has that intelligence which leads him to avoid dangers, and he will stop and look back at you if there is a hole in the ice or a dangerous slide, awaiting your orders and cooperation before he essays the difficult problem. His knowledge of "Gee!" and "Haw!" is perfect, the tone in which you pronounce these words and the force with which you utter them telling him just how far to the right or to the left he is to swing.
>
> "Gee!" spoken in a short, explosive, loud tone will turn him square to the right, while "Ge-e-e, g-e-e-e-e," in soft, lengthened syllables, will make him veer slowly and gradually. His sense of responsibility is very great, and his censorship of the conduct of his fellow teamsters very severe. He will not tolerate any shirking on their part and takes keen delight in their correction when they deserve it. But he will fly at your throat if you touch him with the whip.
>
> The "swing dogs" just behind him are "Moose" and "Ring," colored like Irish setters. They have exactly the same gait, are the same size, and almost the same coloring. "Ring," a little lighter than "Moose," is a little gentleman, the loveliest dog I have ever known. His traces are always taut, and when you utter his name he will jump right up into the air, straining on his collar. He knows the words of command as well as the leader, and has never, perhaps, been touched with the whip. I think chastisement would break his heart, for he would know it was unmerited. He is my pet, the one dog of the team that I allow in my cabin, and my companion in my short journeys through the camp. He is remarkably clean and dainty in his habits, his coat shining like polished bronze. He would guard my person or my coat with his life, the most faithful, intelligent, and affectionate dog I have ever had. I love that dog.
>
> "Ring" is also willing, but has not the intelligence or the good nature of "Moose." He is a scrapper and apt to embroil the rest of the team in a general fight. But he will work all day at his highest tension.
>
> "Teddy" and "Sheep," the "wheel-dogs," are not so valuable as the other three. "Teddy" has the longest hair and lightest weight of any, and the least strength; but he is a willing little fellow and a very keen hunter. Make a noise like a squirrel or a bird, and he will prick up his ears and dash down the path after the game, and when a real rabbit or ptarmigan crosses his path he will tear madly along until the game is passed.
>
> "Sheep" is a malingerer. He is a clown, and so comical that you can not help laughing at him, even when you know he deserves a good thrashing. He is fat, heavy, and awkward. In color he is a light, tawny yellow, with long hair like "Teddy," but labors under the serious disability of having a different gait from the others. They are pacers; he is a trotter. When they are swinging rhythmically along at a five-mile gait "Sheep" has to lope, his trot not being equal to the occasion. He has a way of playing off sick or fagged; but if game appears, he forgets all about his pretenses, his lameness is all gone in a second, and he is the keenest of the team. Also, when nearing the camp he forgets his weariness and pulls harder than any of the team. It is necessary to let him see the whip constantly, and occasionally to feel it, and he is the only one of the team that necessitates its use at all.
>
> About once a day, on the trail, a funny scene has to be enacted. We may be laboring up a long hill, or wallowing through deep snow, the difficult ascent requiring every man and dog to do his best. "Sheep" will get tired, and, with a backward look at me to see if I am noticing, will let his traces slacken. I give him a touch of the whip, and, altho he can hardly feel the lash through his thick coat, he yelps and pulls manfully for a short distance; but presently his trace chain sags again. Soon "Leader" notices the heavier pulling and, knowing where the blame lies, turns his head, shows his teeth, and growls at "Sheep," who jumps into his collar and pulls like a good fellow. Soon he forgets and lets up again, getting a fiercer growl from "Leader." A third time he is a slacker. Then "Leader" stops and begins to swing around carefully so as not to tangle the harness. "Moose," and "Ring," and "Teddy" all stand still and look at "Sheep." That unfortunate trotter lies down on his back with his feet in the air and begins to howl in anguish. I sit down on the sled and wait—I know what is coming. "Leader" reaches "Sheep," and for about a minute there is a bedlam of savage growls from "Leader" and piercing shrieks from "Sheep." I notice that "Leader" does not take the culprit by the throat, but only pinches the loose hide on his breast and side. That can not injure him, so I am not uneasy. The punishment over, "Leader" resumes his place. "Sheep" gets up and shakes himself with an air of relief. I take the handle-bars and call "Mush." For the rest of the day "Sheep" pulls for all he is worth; but the next day he forgets and has to be trounced again.

But dogs are not the only animals in Alaska. It is a very paradise for big game, especially bears, of which there are several species, among them the gigantic Alaskan brown bear, the largest carnivore on earth to-day. The Indians are great bear-hunters, but most of them fight shy of the big brown fellows, which among the natives are known as the "hootz," confining themselves mainly to the slaying of the black bear. Mr. Young noticed that the only bearskins to be seen around the settlement were those of the smaller bear, and once inquired of an Indian friend of his, one Louie Paul, why they did not hunt the brown bear. Louie frankly confessed that they were afraid. Also, he said he did not have the right kind of a gun to shoot brown bears. Mr. Young offered to let him use his Winchester, and after some consideration the Indian took the weapon, venturing somewhat doubtfully that he would try to get a brown bear on his next hunt. About a week thereafter Louie came to Mr. Young's house informing him in great excitement that he had shot a brown bear and had his skin on display at the store. The account proceeds:

> I went with him to the store, where several fine black bearskins were displayed to an admiring group of whites and natives. With them was an enormous brown bearskin, the largest I had ever seen. The fur was beautiful—rich in color, thick, and glossy; but it was bloody and badly mussed. Turning it over, I saw that the skin was full of holes—fairly riddled. I counted seventeen perforations. The larger and more ragged of the holes marked the exit of the balls that had ranged clear through the bear.
>
> "Why, Louie," I exclaimed, "what did you mean by spoiling this fine skin? It is like a sieve. You have taken away more than half its value by shooting it up like that."
>
> Louie danced about like a monkey—head, hands, feet, his whole body gesturing, his voice rising higher and louder as he went on with his story.
>
> "You lissen me! I see dis big feller stan' up allsame man. Open place; no big tree. Maybe hunner ya'd. I say me, 'Louie, you betta draw good bead dis tam. You shoot heem straight troo de heart, keel heem dead fust shot.'
>
> "I shoot; he fall down. Klosh tumtum (good heart), me. I put de gun on shoul'er. Den I look. I 'stonish. De hootz, he get up queek; he come straight fo' me. I shoot queek; he fall down; he get up; he come for me. I shoot; I shoot; I shoot; he fall down; he fall down; he get up; he come for me. You betcha boots I hit heem ev' tam. I scare to miss. I forgit how many catridge. I shoot; I shoot; I say, 'Dat's de las'; now he git me.'
>
> "I git awful scare. Dat bear git close—right here! He just goin' grab me. I mos' fall down; I so scare. I try once mo'. I put my gun agains' he's head. I shoot; he fall down; he don' git up no

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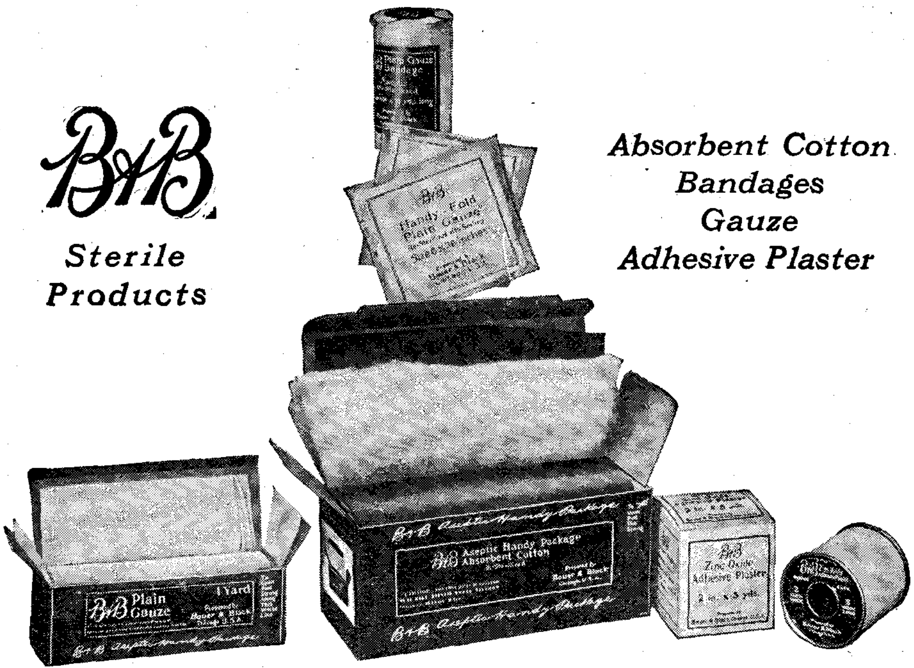
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mo'. My las' catridge. I put ten ball t'rough heem. No-mo'-hootz-fo'me!"

In almost every tribe, however, there is one Indian brave enough to tackle the big brown bear. One such was Snook, who is described by Mr. Young as a great, stalwart, big-boned savage some sixty years of age. This man had the reputation of being a dauntless hunter of the "hootz." An encounter of his with one of these animals is thus set forth, as translated from an account by Snook's nephew:

The bear hears a stick snap and catches a faint human odor; he stands up on his hind feet to investigate. His lips are drawn back from his big teeth, and he snarls a question.

The man dodges behind a tree; creeps closer, cautiously flits from tree to tree, moves slowly out from a sheltering trunk, sinks on one knee, raises his gun, aims. "Bang!" from the gun—"Wah-a-ah-gr-r-r!" from the bear. The bear whirls round and round, biting his wound; then he charges straight for the man, his teeth champing, his jaws slavering.

The man throws away the gun and takes his spear in both hands. He steps boldly out in the open and stands still, his left foot advanced, his spear slanting upward, braced for the shock. The bear comes galumphing on, his hair on end, his sideways strut showing his anger and his readiness for the battle.

When within a few feet of the man the bear stops short with a startling "Woof!" and stands upright on his hind feet. The man knows this habit of the hootz, and seizes the opportunity. He springs forward before the bear is steadied on his two feet and thrusts mightily with his spear. The bear strikes viciously at the man and howls hoarsely. A stream of red gushes out from the wide wound. Now the bear attacks, his fangs gleaming, his long claws standing stiffly out. He jumps and strikes and slashes with his teeth at the man.

The man is alert—firm and sure on his feet—quick as lightning, yet steady. He dodges and leaps about the bear, feinting and thrusting. Again and again the spear goes home. The froth from the bear's jaws is bloody now, while the man's face is covered with drops of sweat. The breath of both comes in gasps. The air seems full of violent motion and raucous sounds. At every fresh wound the bear howls "Wa-a-ah"—this changes immediately to a vicious growl as he rears on his hind feet again and rushes to the fray. The man begins to shout his war-cry, "Hoohooh—Hoohooh," as he jabs his terrible weapon into the bear's breast.

The bear is visibly weakening. His eyes grow dim, his rushes and blows have less steel and lightning in them. The man begins to taunt him: "Oh, you big-chief hootz—I thought you brave—no strong. You just like baby. Why you no stand up, fight like man?"

At last the bear, sick and faint with loss of blood, but game to the end, stands with paws outstretched, swaying like a drunken man. The man comes close, and, bending back to gain force for his blow, thrusts upward and forward with all his strength, striking just under the bear's breast-bone and buries the spear-head, splitting the heart in two. Over on his back topples the great beast, his paws feebly twitching, his last breath bringing with it a great rush of blood.

The man, as soon as he can recover

Is the Meat You Eat from Healthy Animals?

BOTH in the dietary and in the family budget, there is probably no food so important as meat. Under normal conditions, 43% of the average income is spent for food and half of that, or approximately 22% of the income, for meat. *The public has a right therefore to demand that the meat it eats comes from healthy animals.*

Few appreciate the importance of Government inspection of meat. And fewer still realize the careful examination of the animal before slaughtering and the inspection of every part as cut up. All meat entering into interstate business must be Government inspected under the Meat Inspection Act of June 16, 1906. All Armour plants operate under U. S. Government Inspection.

Unfortunately, however, there is some meat offered to the public which is prepared in establishments that do not have Government Inspection. Much meat which does not enter into interstate commerce is uninspected. According to official statistics, this covers about 40% of the national meat supply.

Last year, in our establishments, Government inspectors rejected 59,267 of all the animals killed. Nor does this include those condemned on the hoof. On the fair assumption that an equal unfit percentage exists in the two-fifths of America's meat which is not U. S. inspected, think what present methods may mean to national health! Armour & Company unreservedly endorse Government inspection. Steps should be taken to enforce the inspection of all meats with a thoroughness equal to that of the United States Government. You should take this up with your State legislators. They can bring it about.

True, the condemnation of unhealthy animals costs something. It may also be that you now buy uninspected meats at less than prevailing prices. But, under any circumstances, the safeguarding of *all* public health would be justified at many times present cost. And because condemned animals can be made into inedible greases, fertilizers, etc., as Armour & Company now do, loss can be reduced to a minimum.

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McGraw Truck Tires do not split or chip under the most disruptive strains. They are a single non-splice unit, made by the laminated process of winding layer upon layer of tough resilient rubber. This method is used by few makers because it is expensive, but it saves the truck owner money.

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McGRAW
TRUCK TIRES

breath, puts his foot on the bear's neck, singing in quaint minor strain a brief song of triumph. Then he hastens to prop the bear's mouth open with a stick, to let his spirit go forth in peace, and he also places between the dying jaws a piece of dried salmon, that the bear may not lack food when he goes to join the hootzkwany—the bear-people, in that spirit-land of forest and mountains to which all brown bears, good and bad, must go.

TWO SIDES OF AMERICAN "IMPERIALISM" SHOWN BY A SOUTH-AMERICAN

In brazenly annexing the name, "Americans," when the Canadians, not to mention the inhabitants of Central and South America, are as truly "Americans" as we are, we strike the key-note of our attitude toward our neighboring states, it seems. The Monroe Doctrine carries out the same overbearing idea, it also appears, and lays the foundations for the complete annexation of all the other countries on this continent, a little job which we have not undertaken to date simply because we have been too busy elsewhere. The slogan, "America for Americans," is a tragic sentence for South-Americans. The first word, "America," means the three Americas, and the last word, "Americans," means the inhabitants of the United States. These are some of the views on American "Imperialism" now current in South America, and strikingly brought out in this country in a series of letters supposedly written by a Chilean resident of Chicago to his wife in Santiago, Chile.

This series of letters, which has attracted considerable attention in New York, San Francisco, and several way-stations, is, in reality, the work of a talented American of Chilean ancestry, Mr. Tancredo Pinochet, editor of *El Norte Americano*, published in New York City. Each letter, attacking this country along some line long familiar to South-Americans who fear or generally dislike the United States, is followed by another, supposedly written by an American, explaining and defending the institutions attacked. In this way Mr. Pinochet hopes to help remedy the mutual ignorance of the two Americas concerning each other. Our public schools, it is pointed out, give rather more attention to South Africa or Baluchistan than they do to our neighbor Americans, and the South-American schools teach far more about Egypt than about the United States. In this atmosphere of ignorance such wild attacks on the "Yankees" as appeared in a recent book published in Colombia find a ready audience. Mr. Pinochet's letter on our "Imperialism," written from the view-point of a visiting Chilean, includes the points made in the recent Colombian diatribe. As presented in *The South American* (New York), some of the high points of the indictment are as follows:

> In less than a century the United States has annexed, by right of conquest, a million square miles of what was formerly Latin-American territory.
>
> Roosevelt has defended this policy of intervention on the part of his country in the small South-American republics by use of the personal argument of a man who holds a big stick in his hands.
>
> In Chilean mines alone they have invested more than five hundred million dollars, and this is only the start to capture our natural resources, as is the case on a larger or smaller scale in all the Latin-American republics.
>
> One of the most important newspapers of Chicago, *The Tribune*, prints every day this motto: "My country; in her intercourse with other nations may she be always right; but my country, right or wrong."
>
> A famous North-American writer, Alfred Mahan, says in one of his books: "When two races, one of highly organized and the other of inferior and rudimentary organization meet, the result is not doubtful; the first dispossest the second, because the right of previous occupant disappears before the right of the superior exploiter."

This philosophy is highly reminiscent, remarks the writer, of a line of argument recently presented by Germany. "Is there no parallel in the world to compare with Belgium?" he asks, and answers, "Yes. The taking of Panama." He concludes with dramatic fervor:

> Latin America will never mix with Anglo-Saxon Americans. We shall always keep our soul, our temperament. Oil does not mix with water, and if it is attempted to force the mixture, there will be a protest that may be violent even on the part of the sensitive Latin-American spirit. Maybe the tragic ball that killed the American de Saulles, fired by the white hand of a Chilean lady, was symbolical.

Then in some "Notes of the Censor," which follow, Mr. Pinochet uses the personality of an American woman to answer the extreme sentiments which he has put into the mouth of his Chilean. Since several Chileans have protested against Mr. Pinochet's use of a Chilean to express the anti-American side of his arguments, he explains that he does so out of chivalry, being himself a Chilean and not wishing to credit a South-American of any other nationality with such views. His reply to his own attack, supposedly written by the American lady censor to the wife of the anti-United States Chilean, is as favorable to this country as his attack was unfavorable. Omitting several introductory paragraphs, it runs:

> Your husband, my dear lady, has come to see even in our name "America" an intention of conquest. The name is wrong. It is not improper to call ourselves the "United States of America," but wrong if we call ourselves "Americans." This is due only to the difficulty there is in giving us another name. It is easy to form the name Argentine from Argentina, Chileans from Chile, Brazilians from Brazil, but it is not so easy to coin a word like "Unitedstatians" of America. On the other hand, there are many names in history ill-bestowed which remain as they are because custom sanctions it. The whole American continent ought to be

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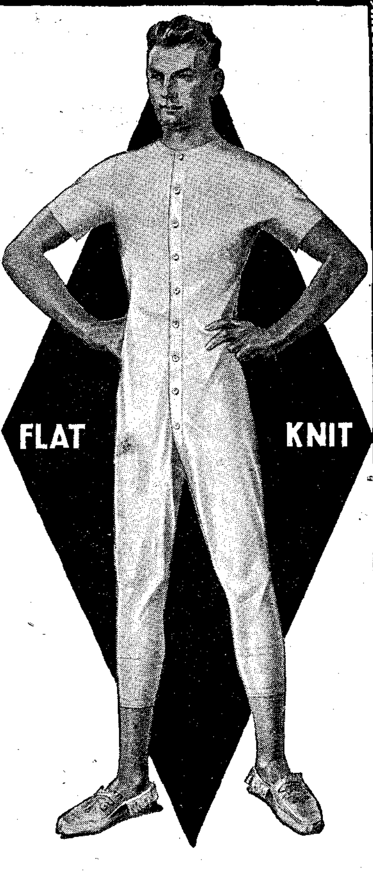

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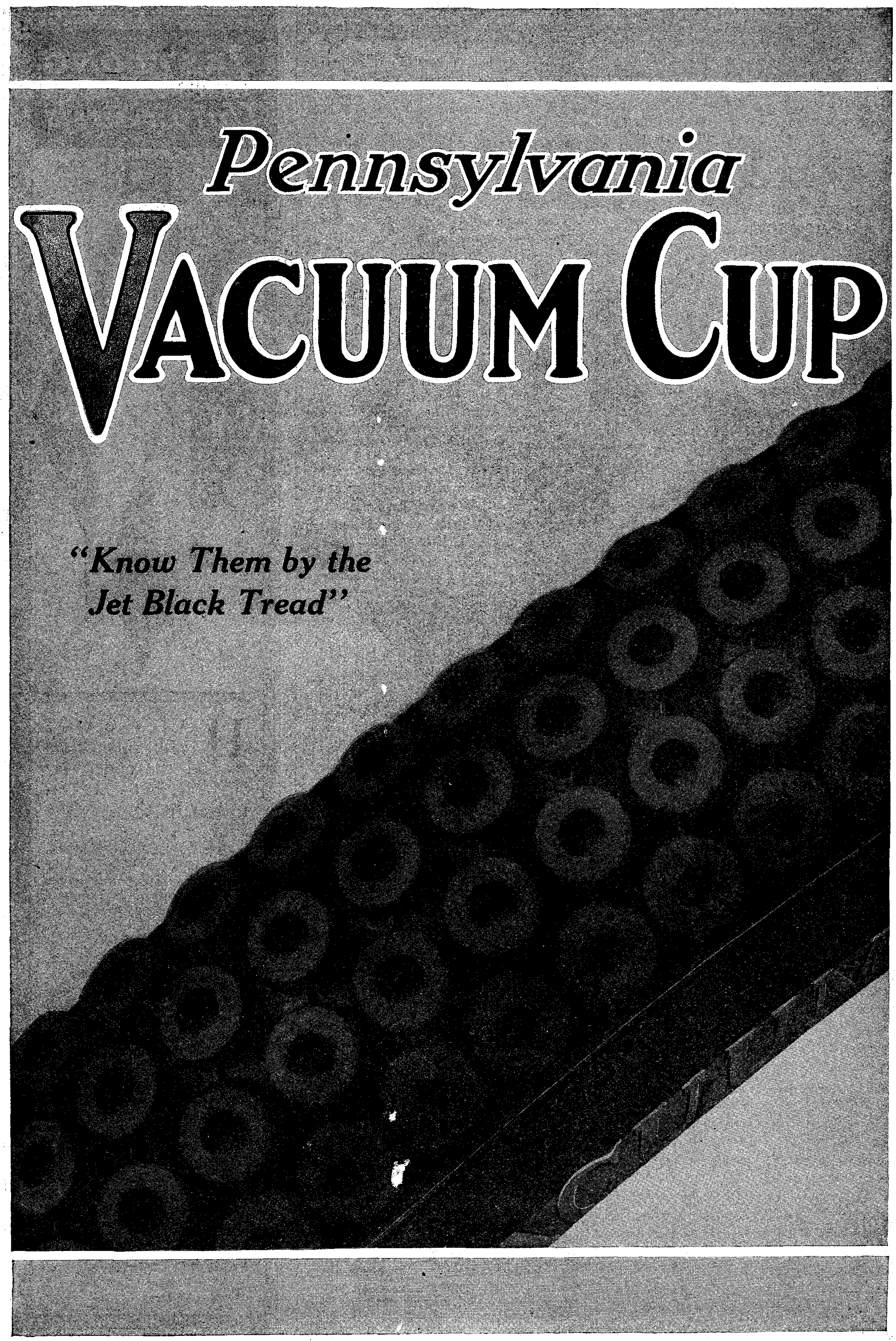
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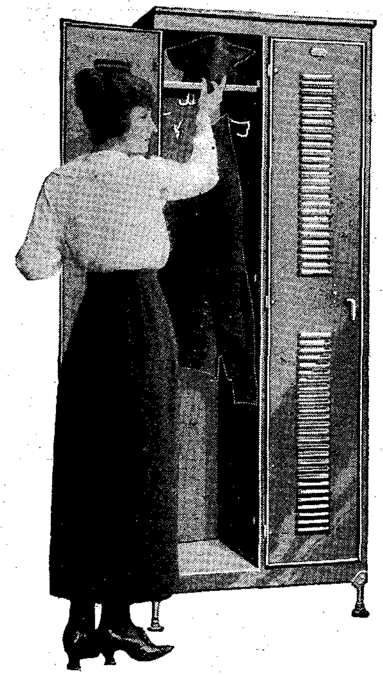

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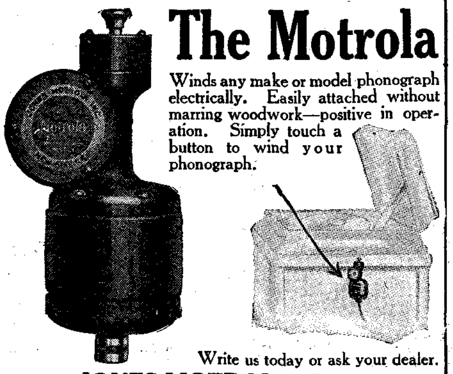

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called Columbia, and not America, because it was Christopher Columbus, and not Amerigo Vespucci, who discovered it.

The conquest of our continent from one sea to the other has obeyed the necessity to which Mahan refers, that of a more gifted people displacing the Indian who lived on an inferior plane of civilization.

This conquest of our continent is parallel to the conquest made by you South-Americans in your own continent. In this necessary struggle between the Indians and the Americans there were doubtless less cruelties than in the conquest of Mexico or of Peru. It is sufficient to see how our Government treats the Indians to-day—the schools formed for them, the way in which they are protected and helped in the development of their properties—to understand that we know our duty as a Christian nation toward these primitive inhabitants of the soil. To-day there are nearly ten thousand Indians enrolled in our Army and Navy, almost every one of whom has gone voluntarily to fight for his country. Last year it was calculated that there were some three hundred and forty thousand Indians in my country, surely many more than inhabited the land when the first colonists landed here. These Indians unquestionably live a better life than they ever lived before the European colonization.

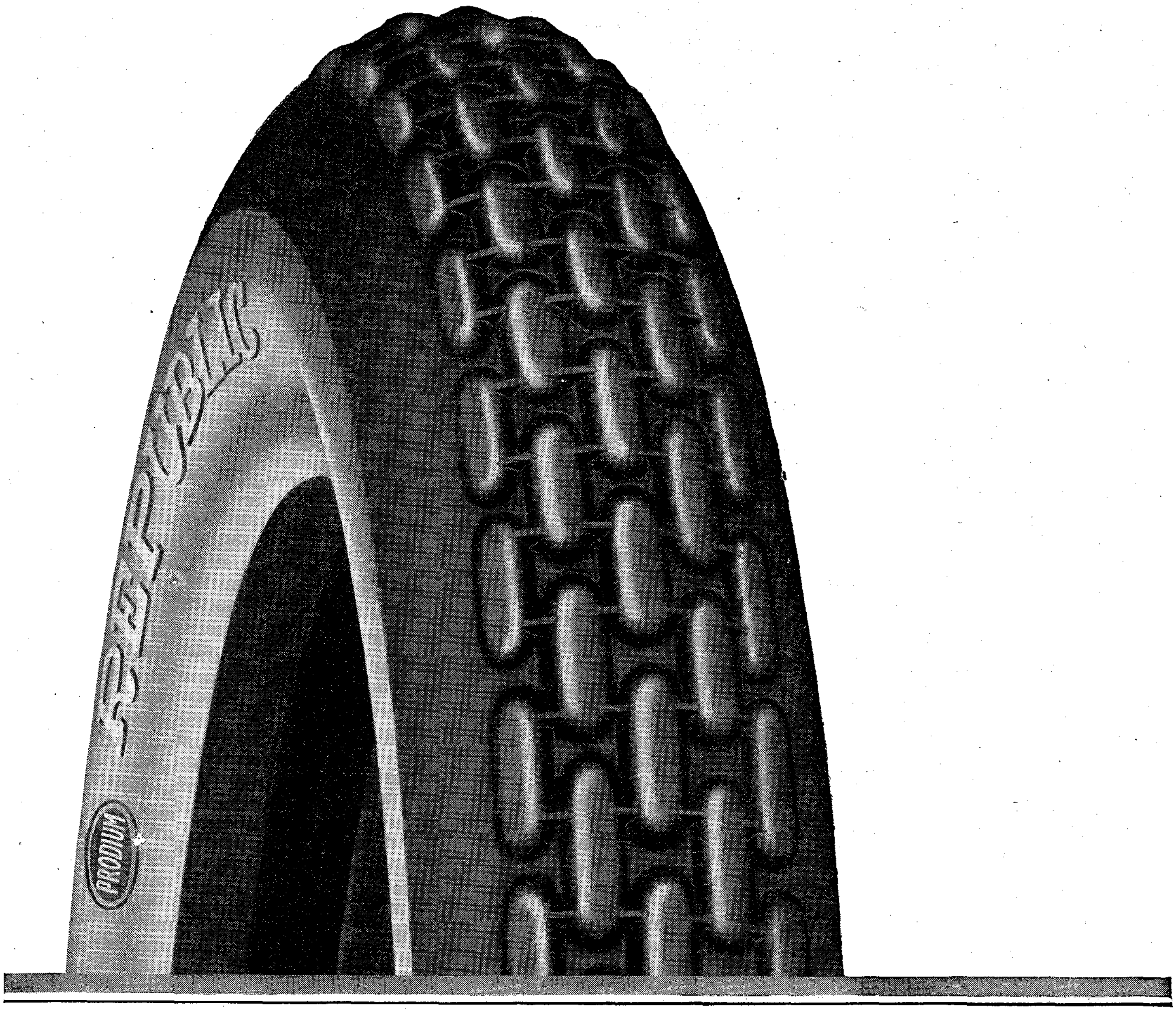
It is not my desire to make odious comparisons; but we must admit that Latin America has not yet taken seriously its obligations toward the indigenous inhabitant of their respective countries. There are countries, like Bolivia, where they sell them along with the live stock of an estate. Much that is done for the benefit of these poor Indians is due to the initiative, sacrifices, devotion, and money of our people. We have missionaries, men and women, even in the heart of your own country, madam. These missionaries of both sexes go to live in those solitudes, in the midst of the Indians, not for the sake of an income, which is ridiculously small, but urged by an overwhelming desire to serve the humblest of the human race.

In the Monroe Doctrine your husband sees a tragic menace for the future of Latin America, and he stamps it as having had an ulterior motive from its very beginning. I agree that the Monroe Doctrine was dictated mostly for the security of our own country. It was also in part for our own convenience. When a millionaire founds a hospital and gives funds to combat the disease of cancer, is it not also to his personal interest and that of his family that the disease should diminish in his city or his country, and that they should be freed from the possibilities of insanitary contagion? Does it lessen the merit of his philanthropy if, in return, he and his family should benefit by it? Every good action toward others reflects upon the benefactor as there is reflected in a mirror the face of one who looks in it. The United States was with Latin America in its campaigns for independence, and decided later to perpetuate that independence. The Monroe Doctrine has been of service to South America. It has been an easy pillow upon which the Latin-American continent has been able to rest its head quietly during its childhood and first youth. When no longer needed, it will be relegated to oblivion, just as the cradle is sent to the lumber room when it is no longer needed by the little one.

Your husband quotes the words of Prof. H. H. Powers to prove that we consider the Monroe Doctrine an acknowledgment of our protectorate over Latin America. If there has been any subject among us speculated upon and discust it is just this Monroe Doctrine. In almost any gathering of persons who discuss this doctrine there are as many opinions as there are different kinds of raiment. To the interpretation of Professor Powers's line of thought as exposed in such stupendous citations as your husband quotes may I not contrast that of our own ex-President Roosevelt, even tho he is for your husband the most imperialistic of North Americans. He says the following in his autobiography:

"The Monroe Doctrine lays down the rule that the western hemisphere is not hereafter to be treated as subject to settlement and occupation by Old-World Powers. It is not international law; but it is a cardinal principle of our foreign policy. There is no difficulty at the present day in maintaining this doctrine, save where the American power whose interest is threatened has shown itself in international matters both weak and delinquent. The great and prosperous civilized commonwealths, such as Argentina, Brazil, and Chile, in the southern half of South America, have advanced so far that they no longer stand in any position of tutelage toward the United States. They occupy toward us precisely the position that Canada occupies. Their friendship is the friendship of equals for equals. My view was (and is, because Roosevelt has repeated this on several occasions) that as regards these nations there was no more necessity for asserting the Monroe Doctrine than there was to assert it for themselves. Of course, if one of these nations, or if Canada, should be overcome by some Old-World Power, which then proceeded to occupy its territory, we would undoubtedly, if the American nation needed our help, give it in order to prevent such occupation from taking place. But the initiative would come from the nation itself, and the United States would merely act as a friend whose help was invoked. The case was (and is) widely different as regards certain—not all—of the tropical states in the neighborhood of the Caribbean Sea. Where these states are stable and prosperous, they stand on a footing of absolute equality with all other communities. But some of them have been a prey to such continuous revolutionary misrule as to have grown impotent either to do their duties to outsiders or to enforce their rights against outsiders. The United States has not the slightest desire to make aggressions on any one of these states. On the contrary, it will submit to much from them without showing resentment. If any great civilized Power, Russia or Germany, for instance, had behaved toward us as Venezuela under Castro behaved, this country would have gone to war at once. We did not go to war with Venezuela merely because our people declined to be irritated by the actions of a weak opponent, and showed a forbearance which probably went beyond the limits of wisdom in refusing to take embrage at what was done by the weak, altho we would certainly have resented it had it been done by the strong."

It is important, madam, that you take into consideration that our Constitution prohibits acquisition of territory by conquest, for which reason, Florida, the Philippines, and Panama, like Louisiana and Alaska, have all been territories that we have bought and paid for. Even in the cases of our victorious wars we have amazed the world in that we, the conquering nation, have paid indemnities.



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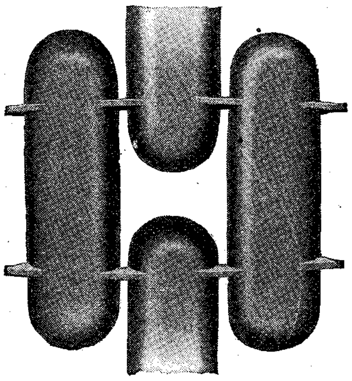

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It does not easily cut and chip, as ordinary rubber does.

The Staggard Studs present no sharp edges to be ground down rapidly.

Yet they take a positive grip on the road, and are a real non-skid.

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Republic Inner Tubes, Black-Line Red, Gray, and Grande Cord Tire Tube have a reputation for freedom from trouble

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Shaving profits frc

When the S. S. Kresge Co., Detroit, discovered a means of slicing $450 a month from the cost of handling the audit and figure work of their great chain of 10-cent stores, they helped the shaving some

Nine years ago the Kresge Co. made their first venture in general machine figuring. They started with two Comptometers. More have been added from time to time. Today they own and use 13 Comptometers.

Meantime they have tried out other machines, but the Comptometer remains their standard equipment as a direct adding and computing machine, "simply because" they say "we can produce a unit of work with the Comptometer with more accuracy and at less cost."

Describing their work and how they handle it, Mr. A. J. McIntyre, Manager of S. S. Kresge Co., Detroit, says:

> "Turning out fifteen to eighteen thousand invoices weekly, especially when they must pass through the number of stages ours do, is a regular job—and were it not for the Comptometers our burden would rest upon experts whom we would have to pay $125.00 to $150.00 monthly.

> "These machines handle all our invoices. Four Comptometers add and extend invoices; two figure discounts; two figure freight claims; one audits remittance statement addition. One does general work and one is held in reserve.

> "The operators checking additions and extensions average on the whole a thousand invoices a day—and without the machine it would be necessary to increase our force easily 50%—and as these girls average $90 monthly against about $135 paid to experts, it does not take a sharp pencil to figure the savings."

No machine incapable of handling both additions and calculations at high speed could have held this job a week—much less nine years.

A demonstration showed Kresge's what the Comptometer would do—results confirmed it.

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AND CALCULATING MACHINE

Some recent cases of American "Imperialism" are cited:

> My country interfered to secure Cuban independence, a thing that it accomplished. No other nation of the world has respected so its pledged word in international obligations of this sort. Did England respect hers in Egypt?
>
> The fact that the Spaniards had war-ships in the Philippines with which they could blockade our commerce made us fight in Manila and take from the Spaniards their possessions of the Pacific; possessions as unjustly and cruelly governed as the same island of Cuba. It has not been and is not our wish to keep these islands, but in undertaking to give them their independence, we have not specified a fixt date, preferring to give the Filipinos sufficient time to prepare themselves for free and independent citizenship. Even in the case of the Philippines, when they are ready for citizenship, they may wish to become incorporated into our country, but this appears to me unlikely.
>
> No efforts have been spared by the United States to prepare the Philippine Islands for their own government. What have we left undone to help their inhabitants to advance as a race, as a people, and not as tools of their North-American rulers? We brought, in the first place, hundreds of young Filipinos to be educated in our country as teachers of their own race. The educational work carried out by us there has no precedent in the history of those islands, nor in the history of any colony of any country. Egypt is an English protectorate. Egypt has eleven million inhabitants and the Philippine Islands eight million. Egypt had two hundred and eighty-one thousand children in its schools, and the Philippine Islands have six hundred and ten thousand. This educational work, let it be said in passing, the North-American carries with him wherever he goes, with an unquenchable faith. In Alaska, the region of the eternal snows, in the cities near the pole, it has created schools for the Eskimo; and the adult Eskimo attends night-school at Shismareff, in the northeast of Alaska.

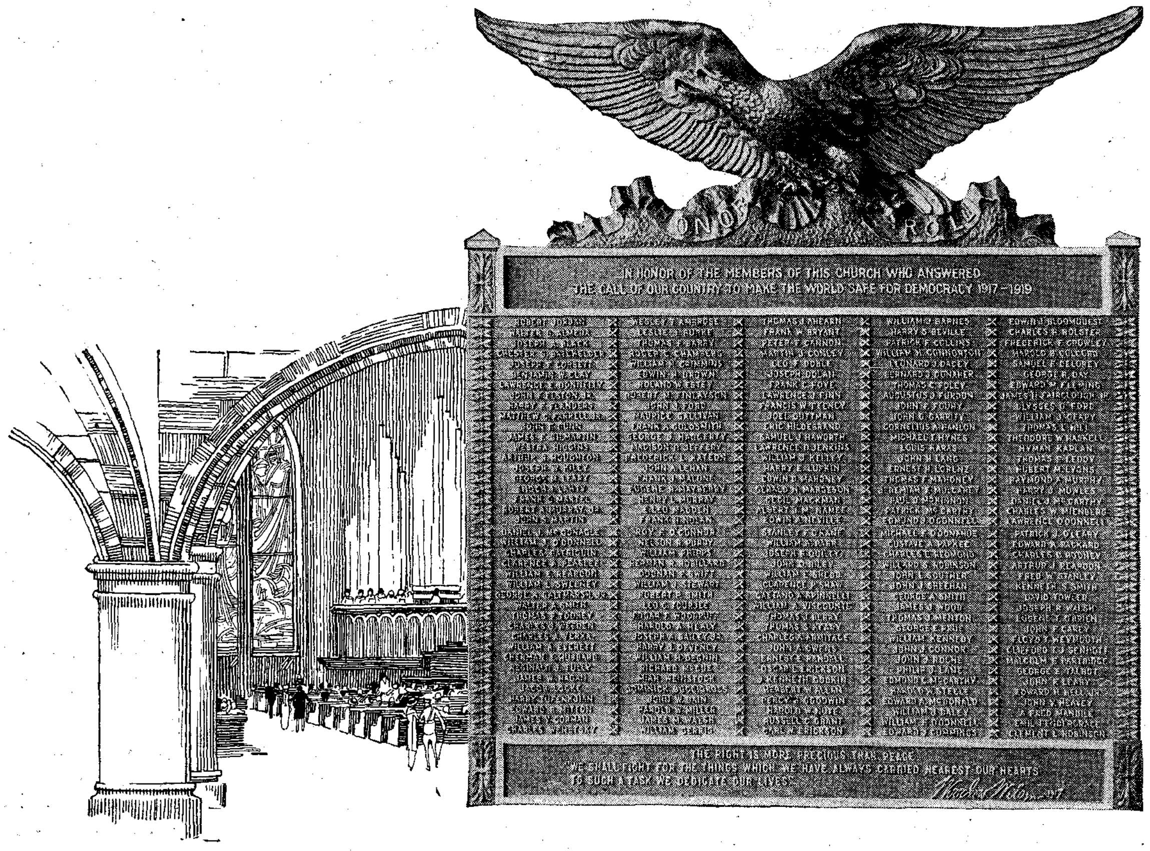
As for American capital in South America, particularly in Chile, Mr. Pinochet in his character of defender of American institutions writes:

> It is precisely much capital that Latin America needs for its development. Capital has to come from the financial centers of the world. In importing such capital the younger nations give material and moral impetus to the dormant national forces. Seclusion in this epoch of internationalism is like the Chinese fanaticism that prevents the opening up of the entrails of the earth. To prevent foreign capital from carrying away too much of the national wealth, the Latin-American governments ought, in my opinion, always to be partners or stockholders in these great foreign enterprises that are exploiting your natural resources, and to invest the respective incomes in the education of all your citizens. . . . . . .
>
> Having studied well the two continents, we must come to the conclusion that the principal difference between the two Americas is in the more retarded evolution by Latin America. With the material and economic educational advancement of Latin America, the differences between our two civilizations are disappearing. I believe that the future activities of my country in the republics of the South are destined to bring about a greater evolutionary progress than that realized by European action. The American carries his spirit of progress wherever he goes. Note the case of the great plants for the extraction of copper in your country: Chiquicamata, El Teniente, and Potrerillos. The only place in Chile where the consumption of alcohol is not permitted is El Teniente, of the Braden Copper Company. At Chiquicamata, of the Chilean Exploitation Company, in regions formerly desolate, at three thousand meters of altitude, in the midst of a desert, Chileans have the best school of democracy. Not only has the North-American brought to this place a hundred million dollars, creating an industry that could not be made by Chilean capital, and giving life to a dead region, but an example is here shown to all the rest of the country as to how to assemble the human element in large modern industrial works. In a word, we are exporting copper from Chile and importing democracy to Chile. Thus it happens that Latin America is paid each day in greater degree.
>
> Latin America, evolutionized to the diapason of the century's advancement; Latin America that can not truthfully be taunted with a 70 per cent. illiteracy, a 30 per mil mortality, or a consumption of thirteen quarts of pure alcohol per head, will command respect because the banishment of illiteracy, the diminution of the death-rate, and higher culture bring in their trail added wealth, greater strength, better defense, and more security.

MR. KEI HARA IS JAPAN'S FIRST COMMONER PREMIER

FOR the first time in history, a commoner, a man with no title, is at the head of the Government of Japan; at least, Mr. Kei Hara is as near the head of the Government as a man can be in a country which, like Japan, is presided over by an Emperor supposed to derive his powers immediately from the Ruler of the Universe. Thirty years have elapsed since the establishment of a Constitutional Government with a Cabinet system, but the country had never known a commoner Premier until Mr. Hara formed his Cabinet. His power, it is true, is circumscribed by the fact that the Japanese military authorities are powerful in the conduct of foreign affairs, as was the case in Germany under the Kaiser, but nevertheless it was hailed as a great event in the constitutional history of Japan when Mr. Kei Hara was called upon to form a Cabinet last autumn. "There was much rejoicing throughout Japan over the happy event, for a new era seemed to have dawned upon the country," says *The Far East* (Tokyo), in which we find the following brief account of the new Premier, his Cabinet, and his policies:

> Mr. Hara came into power on the fall of Count Terauchi toward the end of last September. His Cabinet is interesting in another respect: it is formed on the principles of party government, almost all his colleagues being taken from the ranks of his party, the Seiyu-kai. Mr. Hara is a party man; his political training has been accomplished in the field of party politics. He has been connected with the Seiyu-kai since its organization, and is now its leader. He has a thorough knowledge of party tactics, and also has had experience in administration, for he has held a portfolio in three Cabinets. Mr. Hara is in his sixty-third year, and with his consummate knowledge of political life and long experience both in office and in opposition, the new Prime Minister may be expected to achieve success in office.
>
> Mr. Hara comes from the North, having been born in 1856 at Morioka. Young Hara came to Tokyo to further his studies on a scholarship founded by the feudal lord of his clan. In Tokyo he entered the law school attached to the Department of Justice. In those days French learning was much encouraged, and the school specialized in the study of French law. This fact accounts for the Premier's knowledge of French to-day. Hara did not finish the course on account of a school trouble in which many of his classmates were expelled, and he left out of sympathy with his friends.
>
> On leaving school, Hara entered the journalistic world, joining the staff of the *Yubin Hochi*, the forerunner of to-day's *Hochi Shimbun*. A circumstance intervened in his journalistic life which caused him to enter upon an official career. A political party was then being organized by the late Marquis Inouye and others, who toured the country on their campaign. Mr. Hara joined the party as newspaper correspondent, and one of the leaders finding very promising material recommended Hara to Marquis Inouye, who was then Foreign Minister. Thus it was through the influence of Inouye that the newspaperman began his diplomatic service.
>
> Hara was sent to France as Consul. At this time his ability was recognized by the late Count Mutsu, the greatest diplomat of modern Japan, and Mr. Hara's career since then has been a record of promotion. He was Director of the Commerical Affairs Bureau in the Foreign Office under Count Mutsu. His next post was that of Minister in Korea. Then he was Vice-Minister of Foreign Affairs with Count Mutsu as the leader of the Foreign Office. When the Count retired from public life on account of declining health, his lieutenant followed.
>
> Hara went back to his old profession, journalism. He became editor and proprietor of the *Osaka Mainichi*, one of the most influential papers in Japan. It was at this period of his life that he became adviser to the Furukawa Company—a connection which it is said has lasted till to-day.
>
> When the late Prince Ito began to organize the Seiyu-kai Mr. Hara was one of the promoters. His real political life now commenced, and he had not to wait long for his turn in coming to power. Soon afterward Prince Ito formed a Cabinet in which Mr. Hara was Minister of Communications. This was in 1900. When the first Saionji Administration was formed Hara was at the Home Office. In the second Saionji Cabinet (1911), he was again at the Home Office. That was his last ministerial office.
>
> The character of Mr. Hara is not of the Lloyd George type; it is rather that of Mr. Asquith, suave and equable. Hara is never governed, not for a moment, by passion—he is ever cool-headed, self-possest. He is an old parliamentarian and has been in the House nearly twenty years; but few oratorical feats stand to his credit. In fact, he is not a parliamentary orator. His speeches do not display much rhetoric or eloquence. He seems to avoid, as far as possible, taking part in the debates in the House. He is the leader of a great party, but he does not appeal to the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THE RIGHT IS MORE PRECIOUS THAN PEACE
WE SHALL FIGHT FOR THE THINGS WHICH WE HAVE ALWAYS CARRIED NEAREST OUR HEARTS
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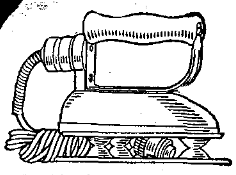
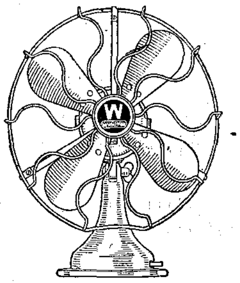


Irons, $5.00 to $7.50



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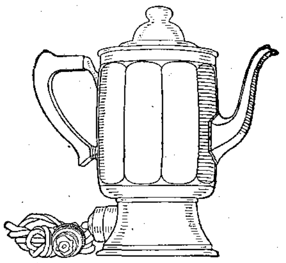

Percolators, $11.00 to $17.00

Cook or no cook, maid or no maid, meals *a la* Westinghouse bring new delights to the breakfast, luncheon and supper hours.

For meals *a la* Westinghouse are cooked by electricity and at the table.

The difference between them and meals cooked in the kitchen is the difference between bacon and eggs, sizzling, sputtering, right off the griddle, and bacon and eggs that have stood in the pan—between toast freshly made as needed and toast that was ready a half hour or more before you sat down at the table—between percolator coffee, clear and steaming hot, and coffee-pot coffee, lukewarm and strong.

It's the difference, too, between having everything handy to serve just when you want it, without moving from your chair, and having to jump up every few minutes to go to the kitchen or having to rely upon a maid.

It's the difference between enjoying the pleasant atmosphere of breakfast or dining room and standing around a hot stove in a hot kitchen.

It's the difference between cooking only what you can eat and cooking more than you need, with a waste of food and fuel.

To prepare your meals *a la* Westinghouse requires only three pieces of Westinghouse Electric Ware—

The Toaster-Stove

for steaks, chops, ham or bacon and eggs, sausage and griddle cakes and similar dishes, as well as toast. Price $8.00.

The Turnover Toaster

which not only toasts the bread as you want it, two pieces at a time, but also ingeniously enables you to turn it without touching it with your fingers. Price $6.50.

The Percolator

for making coffee by the most approved method — letting the water circulate through the coffee and applying the heat inside. Prices $11 to $17.

Westinghouse Electric Ware is sold by electrical, department and hardware stores, where you will also find Westinghouse Electric Irons, Fans, Small Motors and other household appliances. Look for the Westinghouse trade-mark in the window and on the appliances. It's your guarantee.

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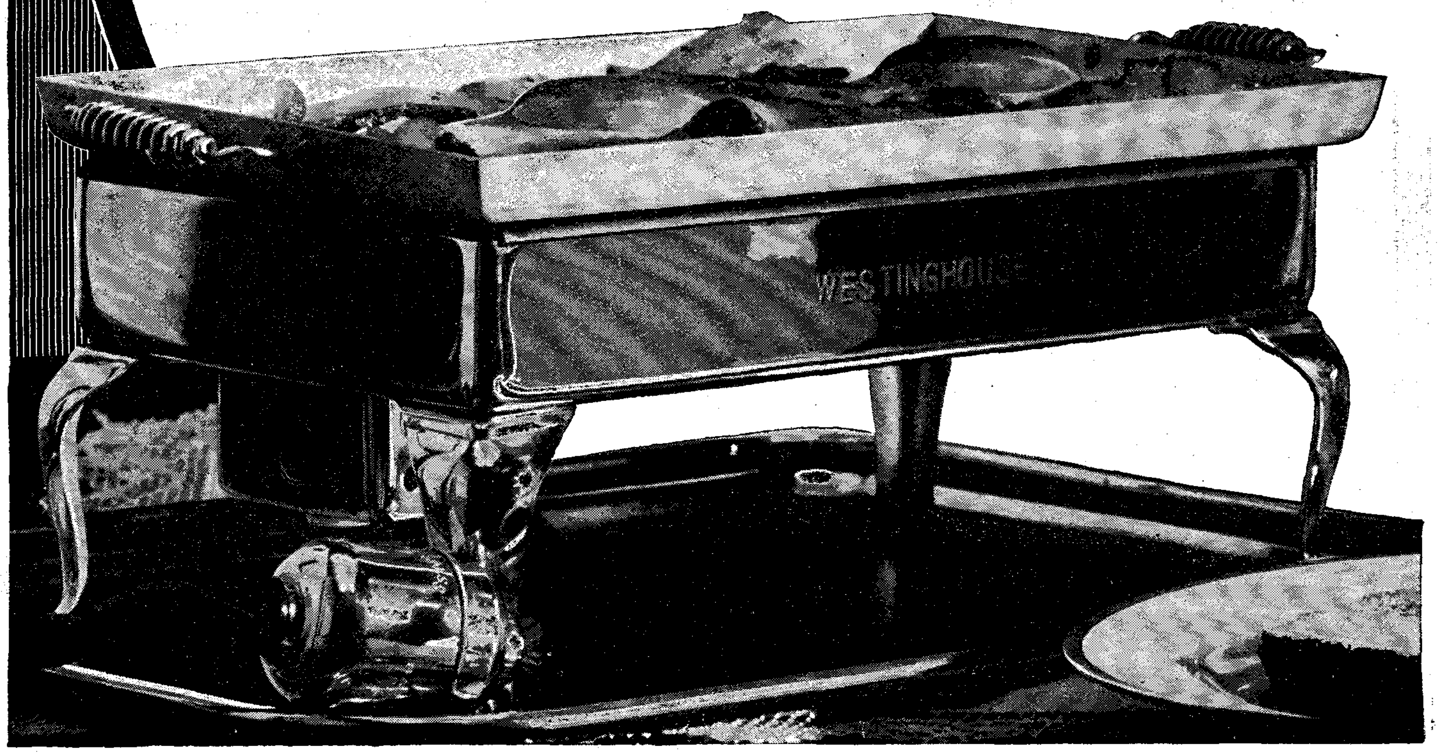

Westinghouse
ELECTRIC WARE FOR THE HOME

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WESTINGHOUSE
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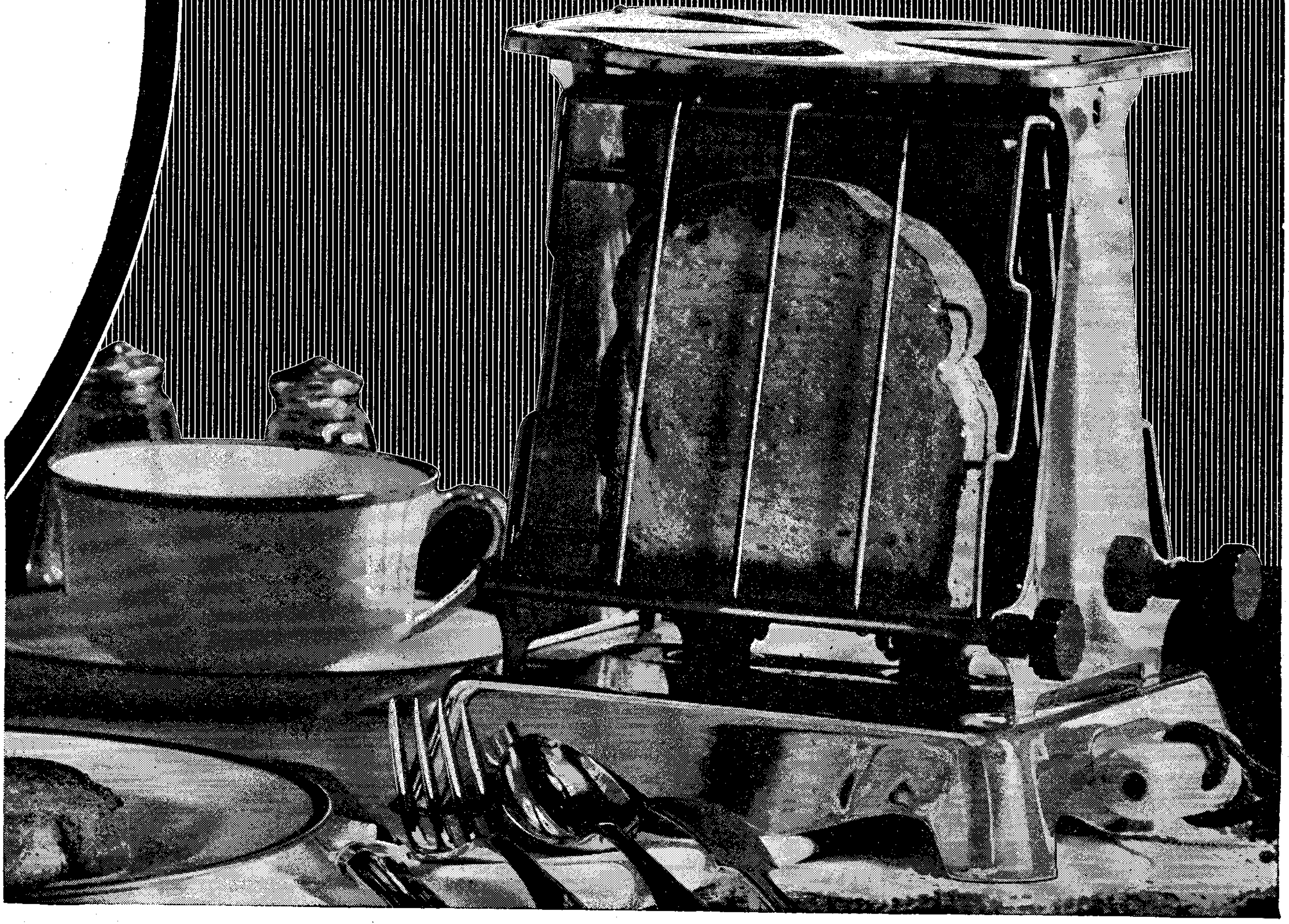


party spirit of his followers by grandiose speeches. He is completely free from oratorical flights. He does not play to the gallery.

The Premier's strength, perhaps, lies in his capacity for carrying out the measures once decided upon. It goes without saying Mr. Hara is a man of clear judgment; he sees into the heart of the question. He weighs the possible consequences of an issue with a penetrating mind, and does not take action before he has arrived at a solution satisfactory to his own exacting temperament. He is not lacking in moral courage and will fight to the bitter end if the occasion demands. With great interest the people are expecting to see how he will face his first Diet. So far the Opposition does not seem to show extraordinary antagonism; but courage and tactics will be required on the part of the Government. The test of the first commoner Premier in Japan should arouse world-wide interest.

HINTS ON HOW TO BE YOUR OWN WEATHER-PROPHET

Adam may or may not have tried his hand at weather-prediction, but it is written that as far back as the time of Noah that gentleman prophesied a long, wet spell, and, unlike a lot of later weather-prophets, he had such faith in his own prognostications that he took measures to meet the situation. Further than that, subsequent events proved that Noah was a 100 per cent. prophet. Many of his successors, however, showing a lower batting average, it became increasingly apparent as time went on that in view of the frequency with which the prognostications failed, the subject should be placed on a scientific basis in order to obtain accuracy in the results, or at least to spread a sort of halo of learning and philosophy about it, and thus minimize the curse, as it were, of possible errors. So weather bureaus were instituted, which same have been in more or less successful operation now for many years, with attendants on the government pay-roll, and everything. Entirely apart from scientific weather observations, however, home-made weather-forecasting has persisted as a pleasing pastime all these years, and on this very day there is a set of rules governing it, more or less recognized by all amateur weather-prophets. For the benefit of those who may be unfamiliar with these rules the New York *Sun* has obligingly made a compilation of them and they are set forth as follows:

> When standing on high ground and the horizon is unobstructed from all quarters, if the sky is absolutely cloudless, look for a storm within forty-eight hours.
>
> If it starts to rain after seven o'clock in the morning it will continue to do so all day, and very often it is the indication of a three days' rain.
>
> When it is raining and it brightens and darkens alternately you can count on an all-day rain, with a chance of clearing at sundown.
>
> When the rain ceases and the clouds are still massed in heavy blankets one sure sign of clear weather is the patch of blue sky that shows through the rift large enough to make a pair of "sailor's breeches."
>
> Another sign of continued rain is when the smoke from the chimney hovers low around the housetops. When it ascends straight into the air this indicates clearing weather.
>
> A foggy morning is usually the forerunner of a clear afternoon.
>
> A thunder-storm in winter (usually in January or February) is always followed by clear, cold weather. It is not, as many think, the breaking up of winter.
>
> People living near the seashore say a storm is "brewing" when the air is salty, caused by the wind blowing from the east.
>
> A red or copper-colored sun or moon indicates great heat. A silvery moon denotes clear, cool weather.
>
> The old Indian sign of a dry month was when the ends of the new moon were nearly horizontal and one of them resembled a hook on which the Indian could hang his powder-horn.
>
> Many people troubled with rheumatism and neuralgia usually are excellent barometers and can predict changeable weather by "feeling it in their bones."
>
> And the advice of the old weather-sage is "never go out during April month without being accompanied by your umbrella."

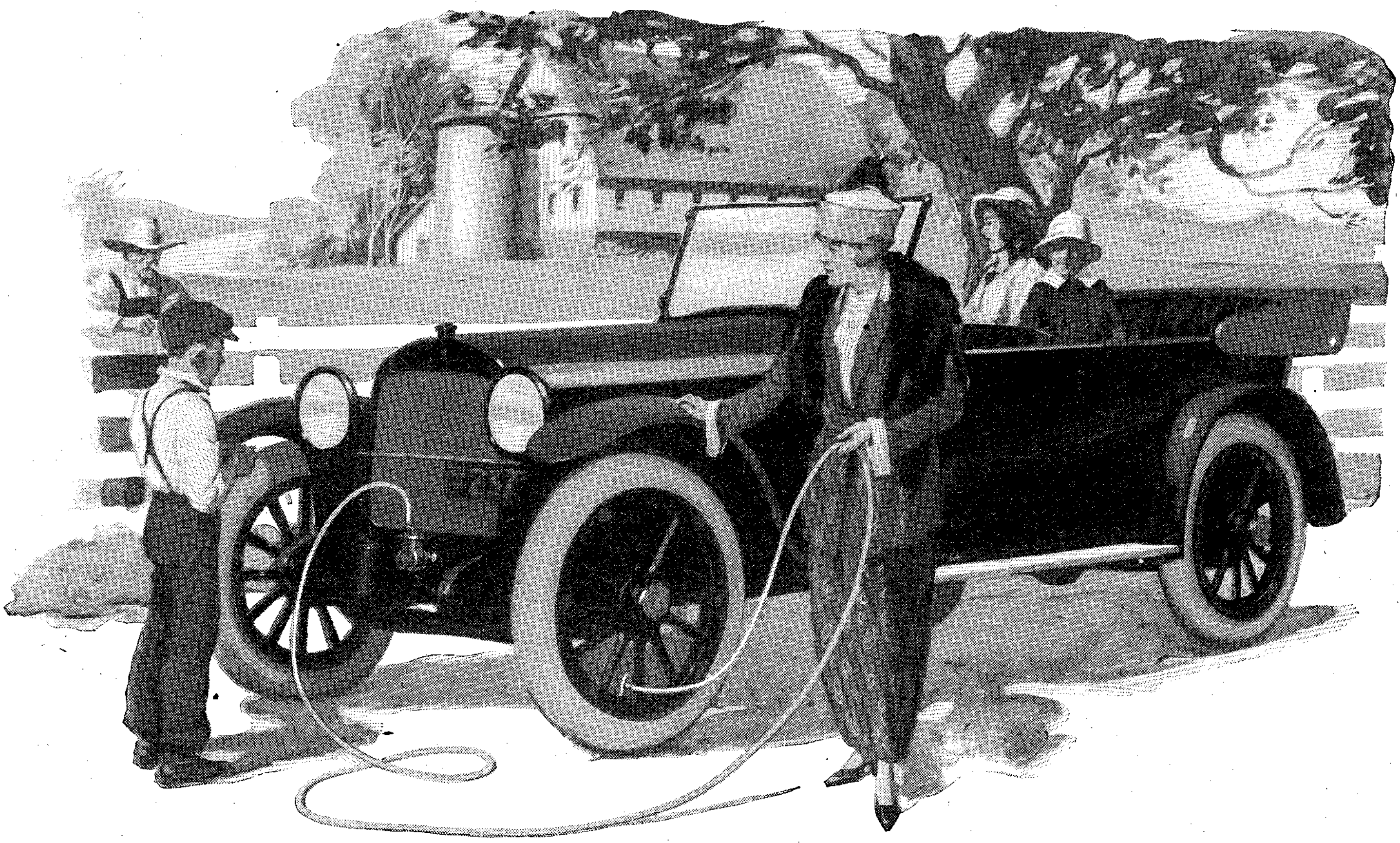
And then, for the special benefit of those who never can remember anything they read in prose, but do have a faculty for retaining jingles, the following important formulas are set out in verse:

> Red in the morning the sailor's warning;
> Red at night the sailor's delight.
>
> When you see a mackerel sky,
> 'Twill not be many hours dry.
>
> When the seagulls inland fly
> Know ye that a storm is nigh.
>
> A ring around the moon
> Means a storm is coming soon.
>
> When it rains before seven
> 'Twill clear before eleven.

THE HORRORS OF FIGHTING WITH FORTY YARDS OF EARTH ABOVE YOUR HEAD

The most vivid imagination probably falls far short of picturing the experiences of that large body of men who "carried on" underground in the recent European struggle. In "The War Underground," which forms Part Two of an unusual French war-book called "Bourru, Soldier of France" (Dutton & Co.), Jean des Vignes Rouges describes how it feels to be in one of those tunnels that French sappers were forever driving under the German lines. "You close your eyes," he says, "the better to conjure up the sensations of one scratching away forty yards under the earth." But the expedient is a failure. "In vain your flesh creeps at thought of the dank chill, your arms move instinctively to ward off the falling clods, your bosom heaves as tho struggling against suffocation." But none of these exertions of the imagination suffice to create even an approximation of what it means to have forty yards of earth over your head. "It is heavy, crushing, terrible!" The darkness, the silence, the fears, some vague and superstitious, others inspired by the dread of being buried alive—all combine to increase the horror of the experience. Add to this the circumstance that in these dismal depths one constantly had to be on the alert for an implacable foe, and to be prepared to meet sudden death at the hands of the enemy. A sapper at work enlarging his underground retreat would often break through into an enemy tunnel or an explosion would take place somewhere in the vicinity and cut off all avenues of escape, leaving the men entombed. An instance of this kind is given in which two sappers were trapt. How this happened and how they finally made their escape is thus set forth:

> Altho they were in the depths of a mine-tunnel far underground, the sappers Vaslin and Jollivet, were preoccupied with what was happening on the surface of the earth.
>
> "I tell you," asserted Jollivet, "there is something pretty fine in the shape of a trench-bombardment going on up there right now."
>
> "Never you mind that," replied Vaslin, "our job is to dig half a yard farther in this tunnel; as for trench-bombardment—that's their funeral up above."
>
> And Vaslin, chief digger, went back to work. There have thus been evolved, in this sector, two distinct classes among the combatants, those of the free air and those of the mines—a requirement of the famous economic principle of the division of labor which one is obliged to apply to this war, so much resembling the activities of a factory.
>
> But to-day it is really hard not to pay attention to what is happening above. What a devil of a life they do lead, the infantry, the bombers, the gunners, and the grenade-throwers! The earth trembles, the planks of the supports which enclose the tunnels groan under the distant blows. Certainly at this moment French and *Boches* must be "swopping" five-hundred-pound torpedoes as tho they were nothing but hand-grenades; the things must be bursting and shrieking everywhere. The hill is trembling with it like the soul of a poor wretch shaken by grief.
>
> Says Vaslin to Jollivet, "Go and see if anything has happened at the mouth of the shaft."
>
> It is by the shaft that the miner keeps up communication with the rest of humankind; in the same way that the proud mariner, at large upon the sweep of waters, must think of the little port that will shelter him some day, so the miner, buried in the heavy matter which he has to conquer, has constantly in mind the shaft by which he issues to the light of day.
>
> Do not imagine this shaft to be a single straight well into the earth; no, it proceeds "in cascades"; first a drop four yards deep, then a twenty-yard tunnel, at the end of which there is another drop eighteen yards deep, and so on. If the hill were split in two, you would see the subterranean runways of the sappers take the shape of a gigantic stairway, which sinks into the earth in the direction of the enemy.
>
> As Jollivet, climbing the rope-ladders of the shafts and crawling along the tunnels, comes nearer and nearer to the surface of the earth, the noise of the explosions becomes more and more distinct. A light dust floats in the air, an indication so fearsome that several times a terrible thought stops the sapper in his journey; the entrance to the shaft may have caved in. This idea strikes him like a boulder falling from the roof of the tunnel and leaves him



Need Help?—Not Much

Flat tires are merely an incident when there is a Detroit Crankshaft Tire Pump in the tool-box.

Your "Free Air" Station is right with you all the time—it goes wherever the car goes—pressure is always up.

There are several important points to remember in regard to the

Price Complete with 14-ft.
Tube and Thumb Lock
$12.00
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DETROIT
CRANK-SHAFT
TIRE-PUMP
Guaranteed for Life

In writing please specify
Make and Model
of your Car

In the first place it attaches to the right place on the car—the Crankshaft—where there is unlimited power—where there is no danger of interfering with the operation of the engine or the water pump, and where there is entire freedom from oil contamination of the air pumped.

In the second place it is built like the motor itself—strong, simple and serviceable.

And in the third place it is easily and instantly attached—fits nicely into the tool-box and is always ready for action—will outlast the car itself.

Small in Size—Big in Service
On Sale at Accessory Shops and Garages

THE DETROIT ACCESSORIES CORPORATION, DETROIT, *Michigan*

Factory Branch Offices

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122 So. Michigan Avenue, Chicago, Illinois

ASCH & COMPANY, Inc.
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Atlanta, Georgia

J. B. LAWRENCE & COMPANY
Winnipeg, Canada

stupefied for several seconds, robbed of strength by the terror of it.

On arriving at the bottom of the first shaft, four yards deep, Jollivet grasps the situation; the shelter of logs which protects the opening against outside bombardments has collapsed, destroyed by a shell, doubtless. But the danger is not great, for the light still sifts in through the displaced timbers.

But the worst is yet to come. Vaslin joins Jollivet, and they crouch in the tunnel waiting for the bombardment to cease. It continues, and then—

Of a sudden the earth trembles as tho the entire globe were seized with terror; a giant shell, plunged deep into the ground near the soldiers, has just burst and the vibrations from the explosion follow each other through the earth in waves.

The man who feels solid matter thus disturbed to its lowest depths experiences a strange mental disorder. Think of it! Centuries of experiences have written deep upon our minds the firm faith that, within the shifting universe of water, air, and living beings, one thing at least is firmly fixt—the ground that we tread upon. To all our senses it is a stable element. But now that that immovable foundation seems whirling in the general tornado, our whole mental equilibrium is disturbed.

The gases have invaded the tunnel. For a few moments Vaslin and Jollivet remain stunned. When they succeed in pulling themselves together, the darkness around them is so complete that they have to grope about to find each other. The dust must be thick, they have the sensation of swallowing it at each breath. They feel along the walls of the tunnel. Where on earth is the shaft? Everywhere they encounter only masses of earth. The truth is soon evident. Under the force of the explosion the walls of the shaft have collapsed and the miners are trapt four yards underground.

I could resort to powerful language to depict for you the suffering of these two men, thus menaced by a terrible death, and I am sure that your kindness would not be niggardly in sympathy for these soldiers of France, whom duty has led to this inglorious suffocation; but I have to tell you truthfully that I tried in vain to find, in the course of a long conversation, any traces of terror which those tragic moments might have left in the soul of Vaslin.

When I said, "You must have had a moment of fearful despair," he answered with perfect simplicity: "Oh, no, you see, as for me, I have no wife or children."

It was like the enunciation of an incontrovertible axiom, a primal verity; the idea seemed perfectly natural to him that a man ought not to dread death except when it may have unpleasant consequences for others. This conviction with him is as powerful as an instinct.

"So," he added, "I comforted Jollivet the best I could, for he has children and kept saying over and over, 'My poor little ones, my poor little ones.' 'Don't cry,' I said to him; 'we're going to try to get out of here!'"

After the paralyzing effects of the shock brought on by the explosion and a realization of their position had subsided, the two men began to look about for a way of escape. Then a new horror confronted them. They found that the explosion had destroyed their sense of direction. The account continues:

Have you sometimes had, in a tunnel, a sudden impression that you did not know in which direction the train was going? Do you remember the dizziness, the agony, the sweat which suddenly stood out on your forehead, the nausea? At random, Vaslin, who had brought his pick along, attacked the wall of the tunnel; Jollivet, behind him, carried away the loose earth. They took turns at their tasks. Fortunately the masses of earth hereabouts have been so shaken to the depth of three or four yards that the clay is broken up and may easily be loosened by the pick. Nearer the surface the soil becomes more and more broken. Since the exit the men were digging inclined steeply, the débris fell of itself into the tunnel.

Suddenly Vaslin's pick goes in deep; a ray of light reaches him. Where is he coming out? The soldier listens. Not a sound comes from above; the bombardment is over, but he must be careful; the point where he is going to crawl out is perhaps in full view of an enemy sentinel.

With great care Vaslin enlarges the hole and peers out. They are in a crater made by the explosion of a mine; imagine a hole three or four yards deep, with the soldier emerging at the bottom.

All at once he hastily draws back his head. On the right, up above, he has recognized the blue sand-bags that the *Boches* use to make their parapets. Bad luck! They have come out within the enemy's lines. Crouched in their narrow tunnel the two sappers pass a moment of profound discouragement, for they know that hill of Vauquois—they know that every human figure that is outlined above a parapet is greeted instantly by a hundred rifle-shots. And then there is, perhaps, a *Boche* sentinel a few yards away, behind the sand-bags.

It is Jollivet who first decides to emerge; Vaslin follows him. They both climb along the wall of the crater; the loose pebbles give under their hands and feet; several times they have to begin the ascent anew. All that makes a noise.

They reach the blue bags; a miracle, not a *Boche* is in sight! The soldiers leap over the parapet, tumble into a hole, get up; rifle-shots ring out, balls whistle. Like wild boars they rush straight ahead. No barbed-wire here, where the hostile lines are twenty or thirty yards apart! . . . Here we are at the home trench! The bombardment has demolished the parapet.

Running, leaping, rolling down the slopes of mine-craters, the two sappers reach the French trench. Fortunately it is that sleepy-head of a Maflou who is on guard at the peep-hole; anybody else would have shot at them, taking them for *Boches*. Maflou, quite dumfounded when he recognizes them, never stops saying in his surprize: "Lord in heaven! Where did you come from? This is no trick to play on a fellow! If you guys in the engineers are going to come in this way now you ought to let us know, anyway! Of all things! Lord in heaven!"

Another incident related of the underground warfare describes the task of tunneling under an enemy stronghold and hollowing out a subterranean chamber for holding fifteen or twenty tons of cheddite with which it was planned to blow up the Huns. As the work progressed, the excavation at length being right under the *Boche* position where ton after ton of explosive had to be piled up, the danger increased every moment that the whole thing would be discovered and frustrated by the enemy. For days while the finishing touches were being put on, the sound of German picks could be heard digging in the direction of the French mine. Finally the mine was completed without mishap, however, and the explosion took place just as it had been planned, working terrific destruction to the *Boches*. The story is thus told:

All the sappers knew what the objective was: to destroy the *Boche* redoubt. Ah, that redoubt! for months it had been the nightmare of the defenders of the hill. From this vantage-point over their enemy's line, the *Boches* could, at their ease, take observations covering our whole valley. Sometimes their periscopes might be seen sticking up there. Moreover, the place gave them the superiority of a commanding position in grenade-battles; and what is more, they had installed, on each side of the redoubt, machine guns which defended all their lines. At each encounter those machine guns enfiladed our trenches with their deadly fire. That redoubt must be destroyed. Captain Laignier, of the engineers, had sworn it, and his sappers, ratifying the vow of their chief, had promised it to their comrades of the infantry.

But it was not an easy matter. A shaft ten yards deep, a tunnel in the direction of the enemy, and another shaft ten yards deep had been sunk into the earth like a gigantic stairway twenty-five yards under ground. At present a tunnel was being dug which was to be forty yards long. What a task! Day and night for a month a digger, replaced every twelve hours, had been crouched in that tunnel less than a yard square, scratching at the earth without intermission; behind him a spader scraped up the loose earth and put it into sacks, which were dragged away by other workers and hoisted up to the top of the shaft.

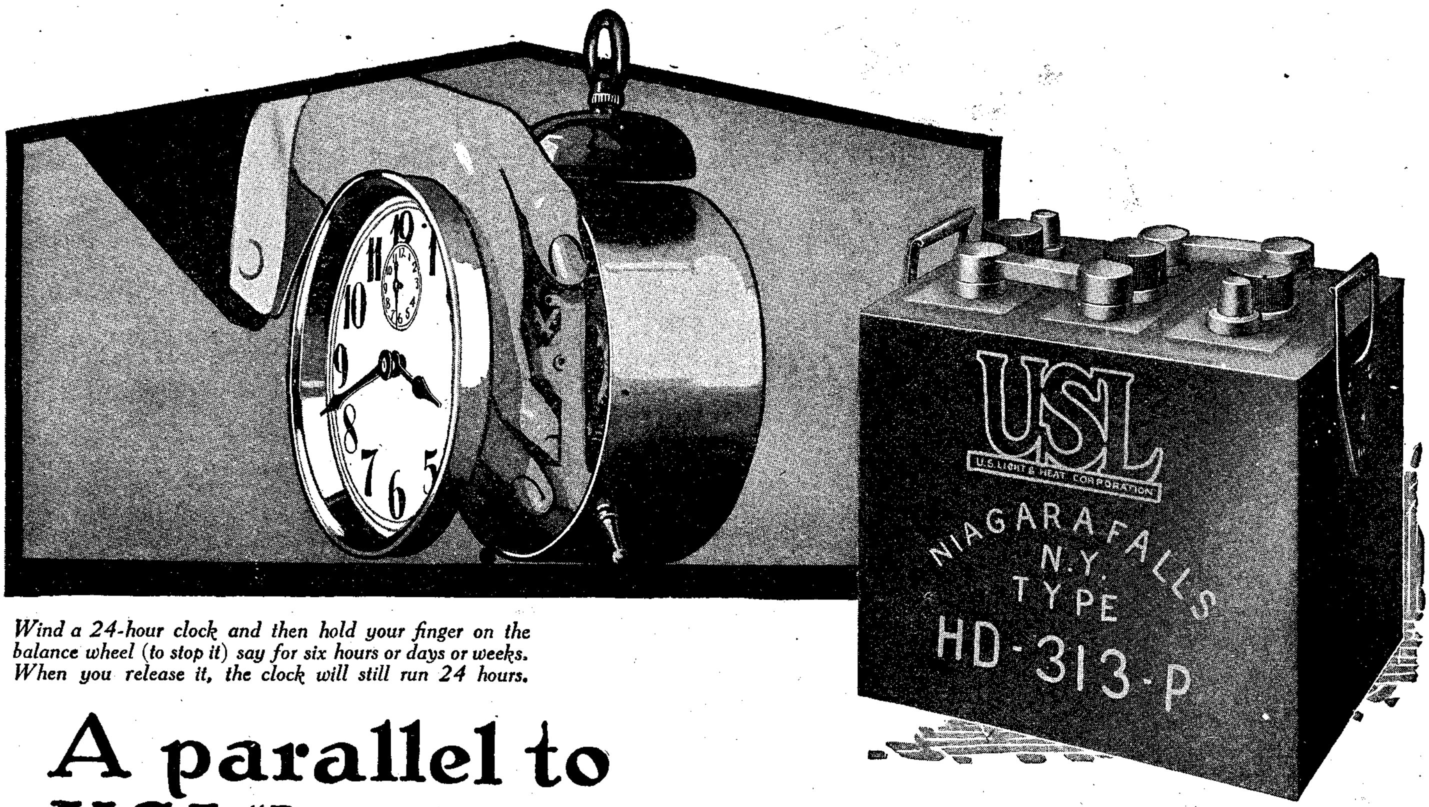
Moreaux, when he was digger, sometimes stopt in his work, wiped his forehead, and confided to his friend Boitier, who was spader behind him: "There's no use talking, it'll be a pretty piece of work. I overheard the captain. It seems that now we have gone under the redoubt; we are almost under the deepest shelters of the *Boche* second line. Talk about what will happen!"

"Come on, cut out the hot air and get on to the job," answered Boitier; "you know that we have to get ahead half a yard in our twelve hours."

But in proportion as one advanced in the direction of the enemy a certain anxiety increased—namely, the fear of being overheard by the *Boches*, who had, perhaps, pushed forward to this point their listening-tunnels; in three seconds an enemy blast could destroy the tunnel and asphyxiate you.

Luck was with us; not a sound was to be heard. Captain Laignier descended every day to the end of the hole, listened, examined the earth by the light of a candle, and appeared satisfied. That put everybody in good humor; they had perfect confidence in him for one would say that during these eighteen months in which he had directed the war of mines in the hill he had acquired a sixth sense, by means of which he guessed the subterranean activities of the enemy.

But every one feels that such good luck can not last. Every day explosions rip up the ground at other points within the hill. What a pity if an accident of the



Wind a 24-hour clock and then hold your finger on the balance wheel (to stop it) say for six hours or days or weeks. When you release it, the clock will still run 24 hours.

A parallel to USL "Dry Charged" Storage Batteries

A PARALLEL in that the battery is first fully charged and given an *operating test* at the factory, making it ready to work.

Then the electrolyte is drawn off—and the battery sealed air-tight. Now it *can't* work.

In this state, action cannot go on until the battery is unsealed and filled again with electrolyte; then regardless of the lapse of time between the finishing test at the factory and the day it's put in service, the battery delivers every hour of the work built into it at the start.

This USL "Dry-Charged" is the only method which makes it possible for the motorist to buy a battery that is perfected and tested at the factory; then held inactive, until ready for use. Not an hour of its service has been used; it's not shelf worn; it's as perfect as though placed on your car and driven away fresh from our testing rooms in Niagara Falls.

Before you buy your next battery let the *USL Service* man in your town tell you all about USL "Dry Charged," USL machine-pasted plates and the USL 15-months guaranteed adjustment plan.

U. S. Light & Heat Corporation, Niagara Falls, N. Y.

FREE *Our 50-cent Battery Book that answers every battery question. It's a book you can't afford to be without if you own or drive an automobile. It's free if you mention the make and model of your car.*

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U. S. LIGHT & HEAT CORPORATION

storage batteries

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ON EVERY ORIGINAL BOTTLE

Children's Hair Needs the Best of Care

Shampooing with WATKINS MULSIFIED COCOANUT OIL makes their fine young hair soft and silky, and keeps their tender scalps clean, fresh and healthy.

Proper Shampooing is what makes beautiful hair. It brings out all the real life, lustre, natural wave and color, and makes it soft, fresh and luxuriant.

Your hair simply needs frequent and regular washing to keep it beautiful, but it cannot stand the harsh effect of ordinary soap. The free alkali, in ordinary soaps, soon dries the scalp, makes the hair brittle and ruins it. This is why discriminating people use

WATKINS
MULSIFIED COCOANUT OIL
FOR
SHAMPOOING

This clear, pure, and entirely greaseless product, cannot possibly injure and does not dry the scalp or make the hair brittle, no matter how often you use it.

Two or three teaspoonfuls will cleanse the hair and scalp thoroughly. Simply moisten the hair with water and rub it in. It makes an abundance of rich, creamy lather, which rinses out easily, removing every particle of dust, dirt, dandruff and excess oil. The hair dries quickly and evenly and has the appearance of being much thicker and heavier than it is. It leaves the scalp soft and the hair fine and silky, bright, fresh-looking and fluffy, wavy and easy to manage.

You can get WATKINS MULSIFIED COCOANUT OIL at any drug store. A four-ounce bottle should last for months.

THE R. L. WATKINS CO.
Cleveland, Ohio

Make Your Hair Look Its Best

Shampooing with WATKINS MULSIFIED COCOANUT OIL brings out all the gloss and lustre, and distinguishing beauty, of white, silvery or gray hair. It never leaves the hair streaked, yellowish or muddy looking.

A Home Shampoo Is Best for You

Men who are particular about the appearance of their hair find shampooing at home with WATKINS MULSIFIED COCOANUT OIL the best and quickest way to keep their hair and scalp in perfect condition.

same kind should happen here! Had you been digging away for more than a month in this tunnel, like Boitier, you would know the distress of such a discovery. For fear of it poor Boitier no longer dares wield his pick freely, and yet he has to strike with all his strength at this packed clay, for it is hard as rock.

"Well, we've got to hurry," says the captain finally; "we'll put the pneumatic drill to work."

The machine is installed and kept cutting into the earth for several days, in almost complete silence. There is no sound from the *Boches.*

The moment comes to hollow out the chamber for the explosives. It is no matter of laying an unimportant little mine here, one which remains localized within the earth and does no more than shatter a tunnel of the enemy; no, this time a whole German company is living comfortably, twenty yards above us, in its underground shelter. Some of them are reading, others are sleeping, and still others are cleaning their guns; certain ones are dreaming of their Gretchens back in Brandenburg or Hesse, who are proud to know that their sweethearts are so firmly ensconced upon the soil of France. Officers are lolling in their fine rest-chambers, decorated with objects stolen from neighboring French villages. Machine guns are there, protected by strong walls of concrete, ready to spit fire at the French; along with these are little trench-cannon and a thousand other implements, and the sentinels are standing on the lookout, constantly watching our lines. It must be blown up, all this busy lair of heinous beasts who have dug their hole in the ancient hill of the Argonne, on our soil.

The chamber required for the amount of explosive they plan to use is of considerable size and to dig it by hand would require more of their precious time than they can afford. So they resort to a trick which furnishes a good illustration of the ingenuity developed in these operations underground:

> We are not going to spare our cheddite. Ten, fifteen, twenty tons—we shall use all we can. But that needs a lot of space, and we must make an excavation the size of your bedchamber. Shall we hollow it out with picks? That would take too long. We *must* find a more scientific way. This clay that we have been digging into, however hard it may be, is still compressible; we must profit by that fact. We will place just two hundred pounds of cheddite here, nicely walled in behind sand-bags so that the gases can not escape. Then we will take advantage of a moment when another mine is going to explode, set off this blast at the same time, and the *Boche* will never notice it. So—the trick is done! Down in the ground the gases from two hundred pounds of cheddite have hollowed out the earth, and the mine-chamber is ready. The *Boche* heard only one explosion, and has no suspicions.
>
> But we must pull out and carry off the sand-bags that are keeping the gases from running through the tunnel. Then the electric fan must operate for two days continually before we dare enter the mine-chamber.
>
> And when we do enter, there is consternation. Above the chamber, and not far away, can be heard the "toc-toc" of a German pick. The *Boches* are digging a tunnel toward us.
>
> From this moment the work is feverish

DUPLEX FOUR WHEEL DRIVE TRUCK

They Haul Better And For Less

If you could talk with Duplex owners one by one, they would tell you of Duplex ton-mile savings more convincingly than we can ever hope to do.

They would relate a stirring story of their own gratifying experience with the original 4-wheel drive truck.

Hearing their haulage cost reports of the past eleven years, you would realize why telling just the simple truth about the Duplex *compels* us to say things that sound almost too good to be true.

For Duplex truck users can show you savings of 20 to 60 per cent in their ton-mile costs.

In a score of industries, Duplex trucks have replaced horses, mules and other trucks—and saved money.

In city and country alike—on cobble streets and on almost impassable roads—Duplex ton-miles have *proved* cheaper.

It is a commonplace among Duplex dealers that they are *always sure of winning in a comparative demonstration.*

All four wheels of the Duplex are *driving* wheels. Every ounce of power is used to haul the load.

This means positive, continuous pulling—even where a team would stall.

It means that driving strains are evenly distributed; which, in turn, spells longer life for the truck, and minimized maintenance costs.

It means that extra-wide or dual-tread tires are not needed on the rear wheels, and that all tires give so much greater mileage, that Duplex tire costs average 30 per cent less.

The haulage results of power multiplied four times are almost unbelievable—but that is not what we want you to remember.

The point we want you to remember is that *with* this four-fold pulling power, Duplex ton-miles cost less.

The principle of the Duplex 4-wheel drive is no longer a matter for discussion—because its savings are proved.

Reports of these astonishing savings rarely fail to convince business men.

They have only to see the Duplex in a comparative test to realize that it costs less per ton-mile under all conditions, and performs better under the worst conditions.

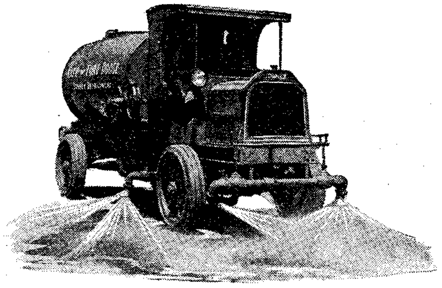
The most we ask is that you give personal study to the records of the Duplex $3\frac{1}{2}$-ton truck, and learn how the original 4-wheel drive can save 20 to 60 per cent in your own hauling costs.

DUPLEX TRUCK COMPANY
LANSING, MICHIGAN

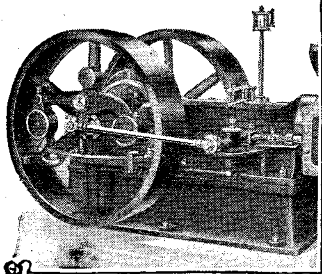
After operating a Duplex truck since November, 1917, I feel that I venture nothing in the statement that it is the truck for heavy hauling.

I have been hauling a distance of 10.6 miles. Part of the road is unusually bad for dirt roads—very heavy grade and poor roadbed, but we have been handling 4,500 feet of green oak lumber, approximating 25,000 pounds per day, at a cost of $3.50 per thousand feet. The same lumber, if hauled by team, would cost $8 per thousand feet.

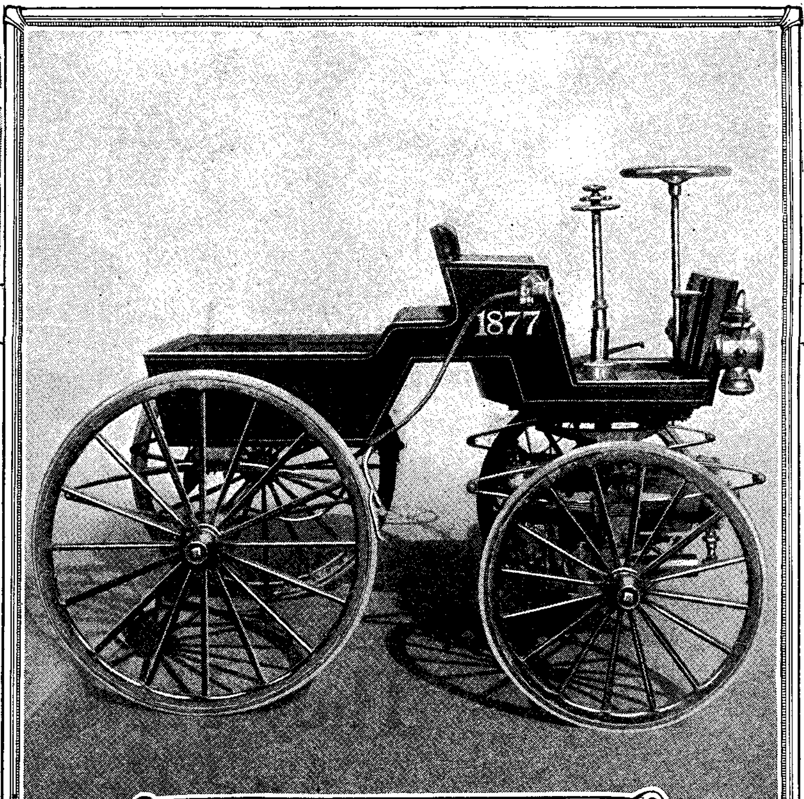
W. C. BESS
Altavista, Va.



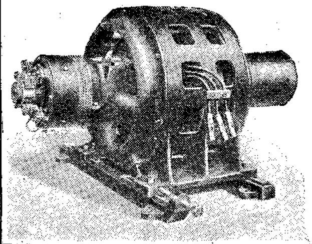
DUPLEX TRUCKS
Cost Less Per Ton-mile



Late 70'S STATIONARY STEAM ENGINE



1877 George B. Selden's First Automobile



Middle 80'S ELECTRIC MOTOR & GENERATOR

Six Great Inventions

How Gargoyle Lubricants cleared the way for their development

SPERM oil and tallow. Lard and suet. These marked the limits of lubricating less than 60 years ago. Present high speeds were undreamed of.

The engineer swabbed his slow-moving pistons with a brush dipped in tallow. A ridiculously bulky mass of metal was required to produce small horse-power.

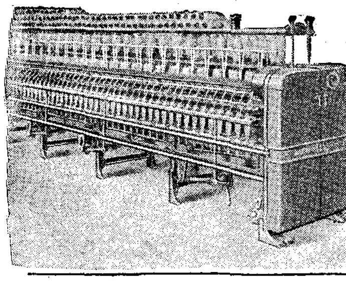
In 1866, Hiram B. Everest erected a small still in the back yard of Mathew Ewing in Rochester, N.Y. He believed it was possible to distill the whole body of crude petroleum into kerosene, but found it was impossible to escape a residue which had no commercial use or value.

A study of that residue marked the beginning of the Vacuum Oil Company. Mr. Everest, as President of the Company, lived to see Gargoyle Lubricants known the world over.

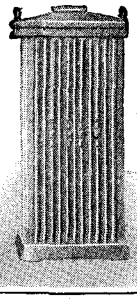
For step by step, Gargoyle Lubricants replaced lard, suet, sperm oil and tallow. Today the red Gargoyle is recognized the world over as the symbol of scientific lubrication.

One of the greatest sources of pride to Vacuum Oil men is the part their Company has played in quickening the development of useful inventions. Six instances follow.

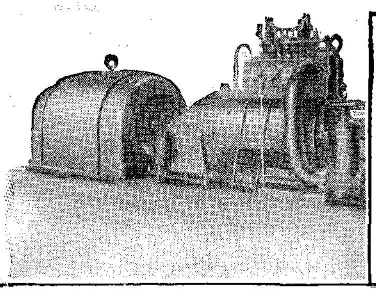
VACUUM OIL COMPANY *Specialists in the manufacture of high-grade lubricants for every class of machinery. Obtainable everywhere in the world* **NEW YORK, U.S.A.**



1889 HIGH SPEED SPINDLE



Early 90'S ELECTRIC TRANSFORMER



1902 1905 STEAM TURBINE

Stationary Steam Engine Lubrication (Late 70's)

PRIOR to the production of Gargoyle Cylinder Oil, 600-W stationary steam engines were lubricated with tallow.

Gargoyle Cylinder Oil 600-W was the first successful petroleum lubricant used for steam engines. Its success was so marked that a large number of imitations soon appeared. But to this day no other cylinder oil is so well adapted to the wide range of steam engine conditions as Gargoyle Cylinder Oil 600-W.

Automobile Engine Lubrication (1877)

IN 1872, Mr. George B. Selden set out to invent a mechanically propelled wagon.

In 1877, with high heart he looked upon his finished engine. Then came a setback. He found that none of the animal or vegetable lubricants then in use would give adequate service on this new kind of internal-combustion engine. So great was the inefficiency of these oils that Mr. Selden practically gave up the idea of perfecting his engine for road service.

Later in the year he learned that the Vacuum Oil Company had produced a new, clear petroleum lubricating oil. He secured a few gallons. The turning point was realized. The problems of oil decomposition and highly offensive exhaust smoke were wiped out. The new oil lubricated his engine with high efficiency. He went ahead with his work.

Mr. Selden paid that oil the following tribute:

"*It is beyond doubt that the Vacuum Oil Company was the first to make a suitable pure mineral oil that would lubricate a gasoline automobile, and I was the first one to make use of it.*"

Today Gargoyle Mobiloils supply scientifically-correct lubrication for each make and model of automobile, motor-truck, farm tractor, motor-cycle and motor-boat.

Electric Generator and Motor Lubrication (Middle 80's)

IN the middle 80's new designs in Electric Generators and Motors introduced the new speed of 1000 revolutions per minute. This brought up a fresh lubricating problem. The Vacuum Oil Company turned to meet it. Gargoyle Arctic Engine Oil was produced to meet this lubricating need. Although other oil companies later offered oil of almost identical specifications at half the price, users found Gargoyle Arctic Engine Oil far more economical.

High-Speed Spindle Lubrication (1889)

IN the early 80's a relatively thin oil was used for spindle lubrication. The Vacuum Oil Company's engineers, however, believed that the oil was unnecessarily heavy for the work—resulting in an unnecessary waste of power. After a period of experimentation the Vacuum Oil Company produced Gargoyle spindle oils. Textile mills reported a marked saving in coal bills on changing to these lubricants—frequently as great as 40%.

Electric Transformers (Early 90's)

THE first transformers handled currents of from 2000 to 3000 volts. The higher the voltage the greater the heat. A petroleum product is here used as an insulating and cooling medium.

This new problem was met when the Vacuum Oil Company, working with the electrical companies, produced for them distinctive grades of Transformer Oils especially adapted for their appliances. Manufacturers were thus enabled to raise the early voltages higher and higher. Today 90,000 volts are possible.

Steam Turbines (1902–1905)

STEAM turbines presented two new lubricating problems: (1) They operated at speeds of 1800 to 3600 r.p.m. (2) Water tended to get into the system which, when churned with the oil, formed a sludge. This sludge would often choke the oil pipes.

The turbine problem centered about the production of lubricating oil which would not sludge and which would readily separate from water. After extensive research and experiment, this problem was met through the production by the Vacuum Oil Company of three grades of Gargoyle D.T.E. Oils.

A VAST share of the progress of mechanical invention during the past half century would have been impossible without marked progress in the science of lubrication. The contributions of the Vacuum Oil Company during the past 50 years are generously appreciated by power engineers the world over.

The future of invention will doubtless present fresh problems in lubrication. The Vacuum Oil Company pledges its resources to meet these requirements as they arise.

The work must go on.

GARGOYLE

Lubricants

A grade for each type of service

Correct
AUTOMOBILE LUBRICATION

GARGOYLE

Mobiloils

A grade for each type of motor

Gargoyle Mobiloils for engine lubrication are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil Arctic

The Chart below indicates the grade recommended by the Vacuum Oil Company's Board of Engineers. The recommendations cover all models of both passenger and commercial vehicles unless otherwise noted. If your car is not listed in this partial Chart, send for booklet "Correct Lubrication" which lists the correct grades for *all* cars.

117	1919 Models		1918 Models		1917 Models		1916 Models		1915 Models	
AUTOMOBILES	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Allen	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Auburn (4 cyl.)							A	Arc.	A	Arc.
Auburn (6 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Auburn (6-38)					A	Arc.	A	Arc.		
" (6-39B)(Teetor-H)			A	Arc.						
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Briscoe	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (8 cyl.)							A	A		
Buick	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cadillac (8 cyl.)	A	A	A	A	A	A	A	A	Arc.	Arc.
Case	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.
Chalmers			A	A			Arc.	Arc.	Arc.	Arc.
" (6-40)							A	Arc.		
" (6-30)	A	A			A	A	A	A		
Chandler Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Chevrolet	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (8 cyl.)	A	A	A	A	A	A				
" (F.A.)	A	Arc.	A	Arc.						
Cole							Arc.	Arc.	Arc.	Arc.
" (8 cyl.)	A	A	A	A	A	A	A	A	A	A
Cunningham									Arc.	Arc.
" (8 cyl.)	A	A	A	A	A	A	A	A		
Dart	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
" (Model C)					A	Arc.	A	Arc.	A	Arc.
" (2 and 3½ ton)	A	A	A	A						
Dodge Brothers	A	Arc.	A	Arc.	A	Arc.	A	Arc.	E	E
Dort	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Federal	Arc.	Arc.	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Mod. S-X)			A	A	A	A				
Federal (special)			Arc.	Arc.						
Fiat			B	A	B	A	B	A	B	A
Ford	E	E	E	E	E	E	E	E	E	E
Franklin	A	A	A	A	A	A	A	A	A	A
Grant	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
" Com'l	Arc.	Arc.								
" " (Model 12)	A	Arc.								
Haynes	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (12 cyl.)	A	A	A	A	A	A	A	A		
Hudson							Arc.	Arc.	Arc.	Arc.
" Super Six	A	Arc.	A	Arc.	A	Arc.	A	A		
Hupmobile	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Kelly Springfield	A	A	A	A	A	A	A	A	A	A
King									A	Arc.
" (8 cyl.)	A	A	A	A	A	A	A	A	Arc.	Arc.
" Commercial			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Kissel Kar	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" " (Model 48)							A	A	A	A
" " (12 cyl.)			A	A	A	A				
Lexington	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lippard Stewart			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" " (Mod. M)					A	Arc.	A	Arc.		
" " (Mod. MW)					A	Arc.				
Locomobile	A	E	A	E	E	E	E	E	E	E
McFarlan			A	Arc.	A	Arc.	A	A	A	Arc.
Madison			A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (8 cyl.)					A	A	A	A		
Marmon	A	A	A	A	A	A	A	A	A	Arc.
Maxwell	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Mercer	A	A	A	A	A	A	A	A	A	Arc.
" (22-70)									Arc.	Arc.
Mitchell	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (8 cyl.)							A	A		
Moline-Knight	B	A	B	A	A	A	A	A	A	A
Monroe			A	Arc.	A	Arc.	E	E	A	Arc.
" (Mod. M4)			A	A	A	A				
" (Mod. S)	A	A								
Moon			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Nash	A	Arc.	A	Arc.						
" (Mod. 671)			A	A						
" (Quad)	A	A	A	A						
National	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
" (12 cyl.)	A	A	A	A	A	A	A	A		
Nelson	A	A	A	A	A	A				
Oakland	A	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (8 cyl.)							A	A		
Oldsmobile (4 cyl.)	A	Arc.					Arc.	Arc.	Arc.	Arc.
" (6 cyl.)	A	A	A	A	Arc.	Arc.			Arc.	Arc.
" (8 cyl.)	A	A	A	A	A	A	A	A		
Overland	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard									A	Arc.
" (12 cyl.)	A	A	A	A	A	A	A	A		
" Commercial	A	A	A	A	A	A	A	A	A	A
Paige (4 cyl.)									A	Arc.
" (6 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (6-36)							A	Arc.	A	Arc.
" (6-38-39)					A	Arc.				
" (6-40)	A	Arc.	A	Arc.						
Paige (Com'l)	Arc.	Arc.	Arc.	Arc.						
Paterson	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Peerless			Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (8 cyl.)	A	A	A	A	A	A	A	A		
Pierce Arrow	A	A	A	A	A	A	A	A	Arc.	Arc.
" " Com'l.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	A	A	A	A	A	A	Arc.	A	Arc.
Regal	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (8 cyl.)							A	A	Arc.	Arc.
Renault (French)							A	Arc.	A	Arc.
Reo	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Riker	A	E	A	E	E	E				
Saxon	E	E	E	E	E	E	E	E	E	E
Selden	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (¾ ton)					A	Arc.				
Simplex Crane			A	A	A	A	A	A	Arc.	Arc.
Stearns-Knight	B	A	B	A	A	A	B	A	B	A
Studebaker	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Stutz	A	A	A	A	A	A	A	A	A	A
Velie (4 cyl.)									A	Arc.
" (6 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (2 & 3½ ton)	Arc.	Arc.	Arc.	Arc.						
" (¾ ton)	A	Arc.	A	Arc.						
Westcott	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
White	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (Sixteen Valve)	A	A	A	A	A	A				
White (3 ton)	A	A	Arc.	Arc.						
Willys-Knight	B	A	B	A	A	A	B	A	B	A
Willys Six	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.				
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

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It only remains for you to decide—WHERE?

The United States Railroad Administration has issued the following descriptive booklets of the above sections containing authoritative information and lists of hotels: "*New Jersey Seashore*", "*Long Island*", "*New England Shores South of Boston*", "*New England Shores North and East of Boston*", "*New England Lakes and Mountains*", "*Adirondacks and Thousand Islands*", "*Saratoga Springs, Lake George and Lake Champlain*", "*Niagara Falls*", "*Michigan Summer Resorts*". Ask your local ticket agent to help you plan your trip, or apply to the nearest Consolidated Ticket Office; or write the nearest Travel Bureau, naming the Booklet wanted.

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in its haste. Night and day the sappers are at work getting the boxes of cheddite, from nearly two miles in the rear, and carrying them down to the mine. In the shafts and yard-wide tunnels men are climbing the rope-ladders, crawling, descending, and ascending without pause.

During this work not a sound is made, not a word is spoken. You may be sure that if the *Boches* noticed the slightest thing they would set off a blast; so we go barefoot to prevent any scraping of shoes against the boards as we crawl along. Within three days there are fourteen thousand pounds of cheddite in the chamber, but the blows from the enemy's pick are coming nearer and nearer. Cast your eye over the scene for a moment. Captain Laignier has come down from the mine-chamber. One can stand up straight here; and smoking candles light up the black walls of the cavern. The sappers are here, clad only in loin-cloths, for the heat is stifling. The conversation is in whispers.

The situation is perilous—the *Boches* are only a yard or so above us, and if they discover us they have only to place a few pounds of explosive in their tunnel; the ceiling of our chamber, which there has been no time to prop up, will cave in, the explosion will set off our tons of cheddite, and the shock will tear everything and every man in our tunnel to pieces.

Shall we keep on bringing more cheddite at the risk of disclosure, or shall we be satisfied with a half-sized mine and set off what we have already brought in? Imagine the terrible problem that our officer must face.

If he continues to amass explosives he will expose his men to the risk of death from the enemy's blast, and even if he himself should escape, he will have the disgrace of a failure; on the other hand, he might gain the glory of the greatest bit of fireworks ever seen at Vauquois. To order an immediate explosion is to make sure against the risk of a surprize blast and against censure, but it is also to accept a pitiful success.

But I am the only one to analyze this problem, because at this moment I am seated here before my writing-paper, and action is not forced upon me. For the truth is that Captain Laignier had made his decision, and before his mind had taken into account the difficulties surrounding it. Between prudent half-way measures and thorough work at any risk, the engineer had long ago made his choice. In a calm voice, as he walked about the chamber, he said to his men:

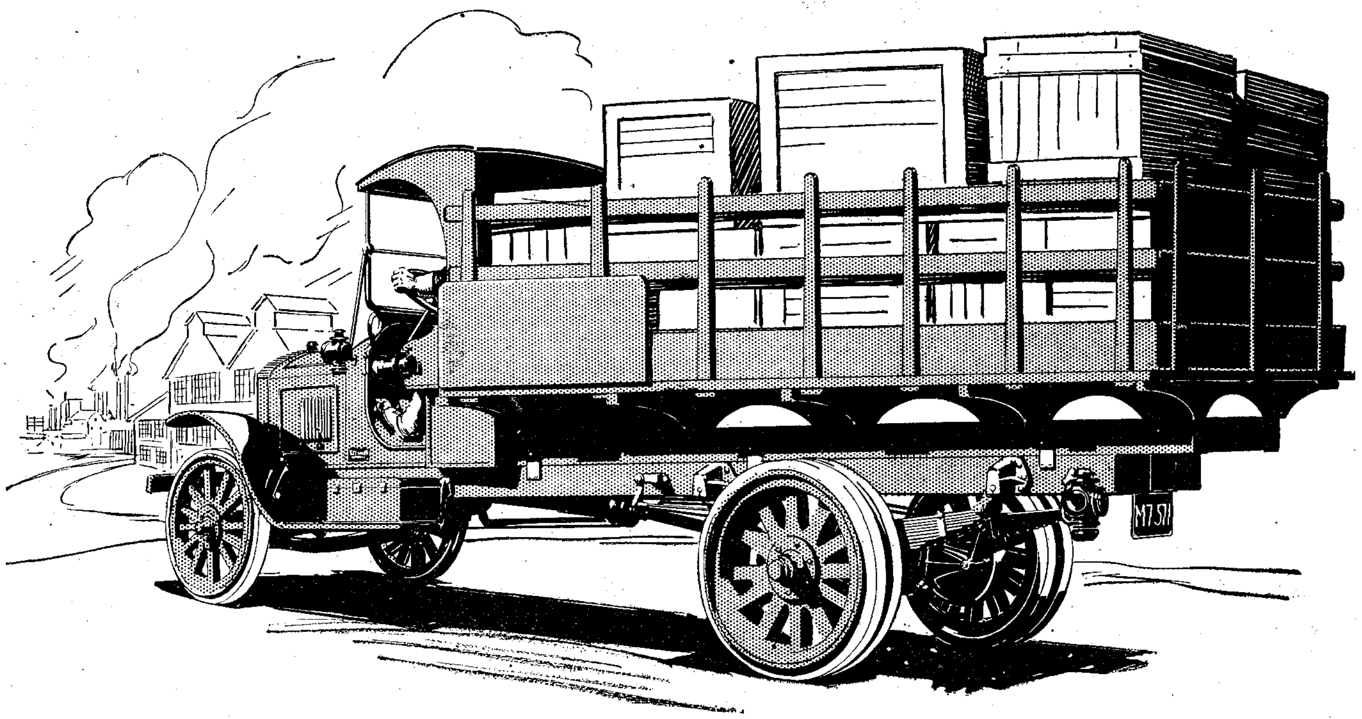
"Yes, boys, go on laying the mine; there's no danger."

And to prove it to them he remained below a long time. Above him the German continued to strike.

Two days later the mine-chamber was full. Sand-bags had to be packed along the tunnel for at least twenty yards in order to be sure that the mine would send its blast in the right direction.

At a quarter past nine, on a cold March morning, the captain is lighting the fuse at the mouth of the shaft. In one minute the mine will explode. It is just the hour when the commanding officers of the *Boches* are accustomed to visit the underground shelters for the inspection of their men and to glorify before them the superiority of the Germans in modern, scientific warfare.

Upon the opposite hill see blocks of earth the size of carts flung into the sky. French will-power and French science have spoken.



600 Fewer Parts Reduce Stewart Costs; Increase Strength

Stewarts Save You $200 to $300 and Cut Truck Expenses

Reliable, sure performance of every task at lowest cost are decisive factors to competent buyers in the choice of trucks. Other considerations are dwarfed or altogether excluded.

Mark How Stewarts Meet This Demand

Stewart trucks rank first in these qualities, through an exclusive engineering design, eliminating more than 600 points of power-waste and truck-wear. And you get the saving in production of this simplified type, in the $200 to $300 lower price.

By direct transmission of Stewart power, more than 90% acts at the rim of the driving wheels. That saves gasoline: often in excess of 25%. And this saving goes on every day, week and year of Stewart operation.

There are 600 fewer parts in Stewart trucks to get out of order, requiring repair or replacement. It is this simplified construction, combining the functions of many parts in a few rugged mechanisms, that keeps Stewarts running in uninterrupted service, while other trucks are towing to repair depots.

Most of the useless weight eliminated by Stewart design is taken from the unsprung parts, relieving tires and truck of destructive, unbuffered shocks.

Stewart reliability is proved in their satisfactory operation in 200 lines of business, in 27 countries, covering every possible truck requirement, in all conditions of climate, roads and stubborn, hilly terrain.

In Five Years No Stewart Has Worn Out

And the first 50 are still giving economical, uninterrupted service.

Could that be said of any other truck?

It is not by assertions, but by proofs like these that Stewart established its supremacy in such advantages as:

$200 to $300 lower first cost, than average trucks of the same capacity: lower fuel cost per ton mile: greater tire saving: fewer repair requirements, and less loss of time and expense, caused by truck disorders: longest uninterrupted service.

These advantages mean superiority in the city or on the farm. They have made Stewarts the choice of discriminating buyers everywhere. If you are thinking of buying a truck, investigate the Stewart. It will convince you as it has all these other thousands.

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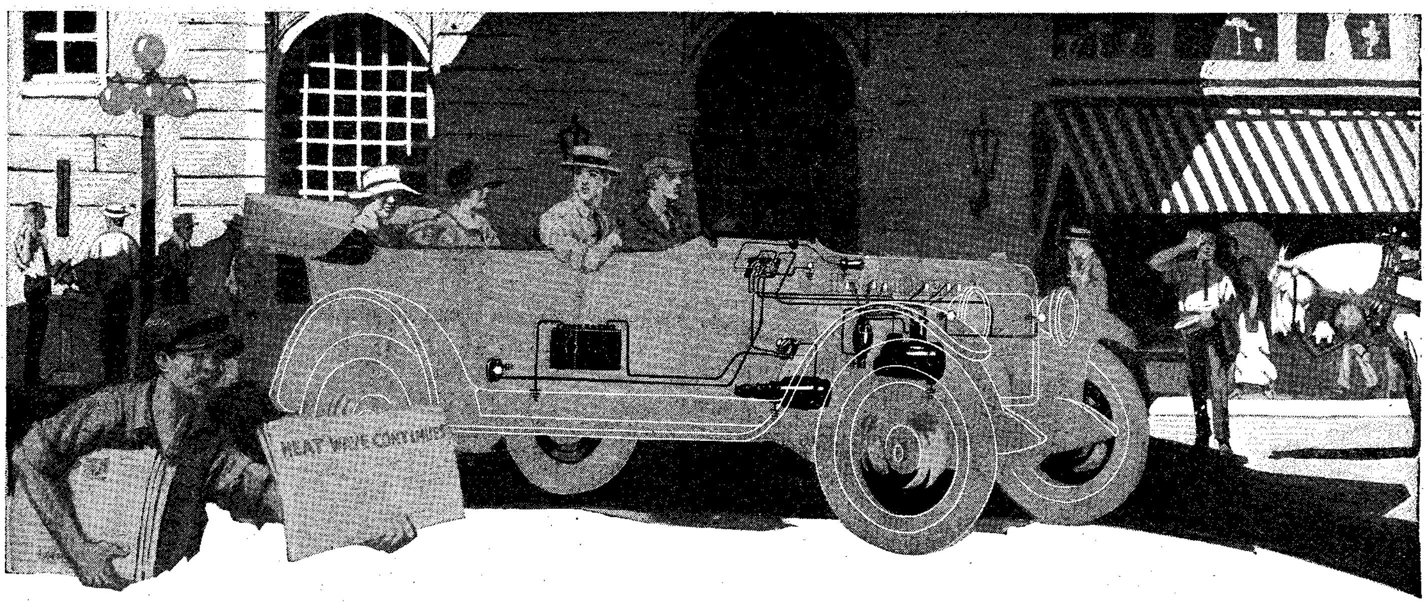
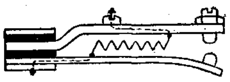
Write for Free Booklet "How to Choose a Motor Truck." Address Stewart Motor Corp., Buffalo, N. Y.

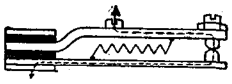


How Remy Protects Your Battery Against Overcharging In Hot Weather



In Summer

At a certain temperature of the generator, the thermostat automatically opens, compelling the current to pass through a resistance coil, thus reducing the output.



In Winter

The thermostat remains closed and full field current passes through the contact points, permitting full current output from the generator.

A GENERATOR that charges the battery at too high a rate in summer injures it. To be as efficient in summer as in winter, a generator should have a varying rate of battery charge.

For winter driving, motor cars require generators large enough to produce a current sufficient to supply extra power for starting and long-burning lights.

In the heat of summer, on the other hand, a large-capacity generator, unless regulated, will damage the battery.

This perplexing problem of the "right size" generator is solved by the Remy Thermostat which permits of a generator large enough for the extreme demands of winter driving, and at the same time reduces the charging in summer.

When the temperature of the generator reaches a certain predetermined degree, the thermostat opens. The current is cut down and the battery is safeguarded against injury from excess current.

The automatic operation of the Remy Thermostat assures the satisfactory and economic performance of the generator throughout the seasons.

And, in this, the Thermostat contributes to Remy Starting, Lighting and Ignition Systems an added factor of performance—making Remy Electric Systems more than ever "Products of Constant Performance."

Write for the new Remy book, which tells in simple language the story of the electric system on the motor car.

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STARTING LIGHTING IGNITION SYSTEMS

PRODUCTS OF CONSTANT PERFORMANCE

ONE REASON WHY THE MISSOURIAN HAS TO BE "SHOWN"

THE famous bond-default case of St. Clair County, Missouri, has just been brought to a close, forty-nine years after one Peter La Due made his record-breaking and successful "get-away" with nearly a quarter of a million dollars of the money of innocent investors. The effect of La Due's *coup* and the following default cast a cloud over St. Clair County from which it is expected it will now emerge, after nearly half a century, for the rights of the investors of 1870 have at last been acknowledged and the claims settled.

"During the years since the $250,000 in bonds were issued all progress in the county was halted," says *Straus Investors' Magazine*. "Title to every acre of land was clouded, schoolhouses have gone to rack and ruin, the courthouse is falling into decay, and not a dollar was spent in public improvements."

The story of how La Due got away with the county's $250,000 worth of bonds, delivered to him in a bushel-basket, is interestingly told by this magazine, which says:

> The year following the Civil War was a period of great railroad development for the United States. With the completion of the Union Pacific, the first rail line linking the Atlantic and Pacific oceans, communities everywhere set to work to aid railroad development in order to further their own prosperity. Subsidies were voted by States, counties, and municipalities, and so loose was the practise in many communities that designing men promptly took advantage of the opportunity offered.
>
> A man named Peter La Due came to Missouri claiming to represent a large amount of New York capital. He organized a line and called it by the picturesque name of the Tebo and Neosho Railroad, to run from Kansas City to Helena, Arkansas. Each of the counties along the line voted a subsidy of $250,000, to be raised by the issuance of twelve-year bonds, bearing ten per cent. interest. A properly drawn bond, of course, would contain a clause protecting the county against failure to build. This, however, was waived by St. Clair County, and it was freely charged that money and liquor delivered to certain county judges were the inducements.
>
> The 250 bonds, each of $1,000 denomination, were delivered in a bushel-basket to La Due. Work began on the railroad, eight miles were graded, and about $20,000 was spent in the county, before the promoters decided that the pretense had gone far enough. The work stopt and St. Clair County began to realize that it had been swindled. In the meantime, however, La Due had sold the bonds at 82.5 and interest to innocent purchasers. There are no bond-interest tables in existence showing the net yield of a ten per cent. bond running twelve years, sold at 82.5 and interest, but the net to the purchaser was not far from twelve per cent. The coupons came due and were met by a tax levy of one and one-fifth per cent.

By 1872 the patience of the citizens of St. Clair County had been strained to the limit, and they indignantly refused to pay further taxes to settle the county's debt for a railroad that did not exist. The courts came to their assistance, refused to levy, and the bonds went by default. Then lawyers were engaged by the bondholders. They sued and got judgments, but it did them no good, for, says the writer in the magazine:

> A mandate was issued ordering the county court to levy taxes and a deputy sheriff was sent to Osceola to serve the papers. The judges of the county took to the woods and hid in the scrub-oaks and rocks until the marshal got tired and went back to Kansas City. The bonds stayed in default.
>
> In 1877 one court levied the railroad tax, but the citizens refused to pay it; a mob went to the court-house, carried away the tax-collector's books, and cut out all the railroad entries. The Federal court at Kansas City held that the judges of St. Clair County were in contempt. From that time on, sessions of the county court were held regularly in the woods or in caves in the mountains.
>
> In 1885 the Federal court ruled that the mere leaving of the writ at the office of the county court was valid service. This being sufficient, the chief county judge was arrested and sent to jail.

Dating from that time, the county judges of St. Clair spent most of their time in jail; in fact, it is declared by those who have been interested in the romantic history of the *coup* of Peter La Due that the judges of the county, at one time or another, were confined in every jail in Missouri. Men considered it a patriotic duty to be elected county judges solely to go to jail for the cause, while others regarded it as a soft berth at $2 a day. But the matter did not rest because of the attitude of the judges. Says the magazine:

> Various attempts were made to settle the bondholders' claims. The county had an opportunity in 1875 to cancel the debt for $175,000. This was treated with scorn. In 1898 a proposal was made to settle for $400,000. The debt by this time, with accrued interest and costs of unending litigation, had mounted into the millions of dollars, so this offer represented a considerable sacrifice on the part of the bondholders. The county court, however, refused to call the election, and went to jail, as usual.
>
> Some years ago a patriotic resident of St. Clair County, visiting in New York, purchased nineteen bonds at a price said to be less than one-twentieth of their par value, presented them to the county, and had them canceled. With this exception, however, all of the $250,000 in bonds remained outstanding. One of the bondholders, who was as obstinate on his side as the St. Clair County residents were on theirs, clipt his coupons regularly, deposited them in bank for collection, and added a new chapter to the litigation, and every time they came back unpaid.

The late Senator Stone, of Missouri, interested himself in the case. He won his first race for Congress with the solid vote of St. Clair County, declaring that, once in Washington, he would "clip the wings of the Federal courts, and stop this litigation by an act of Congress." Nothing came of it, however. On the side of the bondholders, attempts were made to pass laws through the State legislature authorizing the Federal courts to take charge of the county and collect the money. All failed.

Cass, Henry, Knox, and Dallas counties had also fallen for the scheme of the persuasive Mr. La Due, and had given the fraudulent railroad a bounty. As a matter of fact, nearly every county in the State had been swindled in some way by a railroad promoter at one time or another. Missouri appears to have been an "easy mark" in those days, and perhaps it is because of these unfortunate "investments" that you now have "to show" the average native of the State.

Henry County surrendered in 1882, and settled for $525,000. The last payment of this sum was made in 1915, and the county held a big celebration. Unlike St. Clair County, Henry paid and prospered, and now, says the magazine:

> It is a wealthy and happy community with broad acres, smiling farms, good roads, well-constructed villages, and contented people. St. Clair County remained "sot," as the farmers said. No money could be borrowed on mortgage for the same reason; no new roads were built; the old ones fell into utter disrepair. Its inhabitants lived a life of poverty that was equaled only by their determination never to pay. At length, however, as the older generation died off, the younger members gained power and action was started a short time ago for a compromise.
>
> The amount of the debt is a vivid and striking illustration of how money grows at compound interest. At six per cent. money will double itself in eleven years and ten months, and at ten per cent. in approximately seven years. The original $250,000 indebtedness had grown to nearly twenty times the original amount, through the action of compound interest and through legal expenditures reaching the amazingly large sum of $4,695,419.53 on December 1, 1918. It was proposed to settle this debt for a payment of $585,000, which represented about twelve and one-half per cent. of the amount due. The bondholders, after many conferences, agreed to abandon their claim on this basis and the matter was then put up to the voters.
>
> It took three elections to carry the compromise. The first vote showed in a striking way how popular sentiment in the county then stood against making any payment. Only 91 voted in favor of the settlement to 2,600 against it.
>
> There were renewed agitation and discussion. The second vote showed 800 in favor of the settlement and 1,300 against it. Once more the issue was debated. Little by little the opponents of payment came to see that the only salvation for the county lay in paying the bondholders. At the third election the vote stood 1,900 in favor of the compromise to 350 against it. The county accordingly put out a new loan, making a tax levy to pay the interest and a sinking fund to pay the debt itself.

Retributive justice overtook the St. Clair County judges, who were eventually driven from the community. Two or more of the judges of the Cass County court were lynched by a mob, but what became of La Due and his ill-gotten gains never has been discovered.

WILHELM JUST HAD TO BE PRIED LOOSE FROM THAT THRONE

"NOBODY liked him," said Hans Lorenz, one of the editors of the Berlin *Lokal Anzeiger*, speaking recently of Wilhelm Hohenzollern, erstwhile Kaiser of Germany, in an interview granted Lowell Thomas, representing the New York *Evening World*. Mr. Lorenz was once a newspaper man in New York City, and his discussion of the German revolution and the causes that led up to it has the novelty of showing some appreciation of the American point of view. He says the Germans thought the Kaiser lacked backbone, and even his close friends said secretly that he was a coward. Then when it was announced late in the summer by Ludendorff that the Army was about through and an early peace would be necessary, the feeling against the Kaiser became intensified and on all sides rose demands for his immediate abdication, as it was felt he stood in the way of peace. Hohenzollern, however, hung on, as might have been expected of a party laboring under the delusion that he was holding his job as a result of direct action on the part of the Supreme Being. According to Lorenz, it was this reluctance on the part of the Kaiser to give up his throne that plunged Germany into the revolution and reign of terror which has since prevailed there. Says Mr. Lorenz:

> I don't think the Kaiser really favored war. The war was represented to the people as one of defense, and every one believed we had been compelled to fight for our national existence. We are not a political nation. You can tell us anything.
>
> The moment it became apparent that we had lost the war, the revolutionary current became strong. Everything had gone smoothly in the big fighting from March to July. In the middle of July came the first defeat when we were thrown back. We had got dispatches telling us that 2,000,000 American soldiers were in France, but we were not allowed to publish them. A month later we couldn't keep the truth back any longer. Then the Government announced that it was the Americans who were responsible for our reverses.
>
> It was about July 15 when it became generally known that something had gone wrong. Countless rumors were being discust by the agitated population. To counteract this, the Government undertook a propaganda campaign to persuade the people that our retirements on the Western Front were of no importance. Admitting the presence of a big American force, it declared we could not possibly be driven out of France in less than two years.
>
> The death-blow was the collapse of Bulgaria. From that moment it was impossible to deceive the people any longer. Ludendorff came to Berlin with the statement that the game was up. This soon leaked out and then came the moral breakdown of the nation. Altho Ludendorff's paralyzing announcement had become common gossip, and certainly every newspaper reporter knew of it, the press never mentioned it until they announced, a week later, that an armistice had been asked for.
>
> From then on it was understood that the Kaiser must go. Representations to this effect were made to the Government, but the Emperor took the stand that he was in duty bound to stay. He declared the Army would break down instantly if he abdicated.
>
> This was another stupendous blunder. I verily believe that if Wilhelm had stept down about October 3 there would have been no revolution. With him and the Crown Prince out of the way, it would have been possible to establish a liberal, democratic Government, under the rulership of a Prince Regent. The few days thus lost were fatal to any such plan.
>
> On October 7 the Socialists declared they would leave the Government unless the Kaiser abdicated within twenty-four hours. The Moderates extended the time another twenty-four hours, but when additional delay was asked, the radicals refused to comply. They notified Ebert and Scheidemann that the revolution would begin on the 9th.

But Wilhelm just couldn't make up his mind to quit the job he had held so long. His severe mental struggles in this connection have been described time and again in story and song. It was the bitterest moment of his life. In the meantime the revolution was brewing, and finally it came, among other unpleasant things delivering a violent kick in the direction of the recalcitrant Bill, which landed that gentleman in Holland. The account of what happened is thus set forth:

> The revolution actually started before the elapse of the second twenty-four hours given the Kaiser in which to abdicate. On the morning of the ninth, Ebert and Scheidemann went to the Reichstag to take over the Government before the radicals could get ahead of them. At eleven o'clock they had agreed upon a program and an hour later had received from Prince Max the nomination of Ebert as Chancellor.
>
> In response to an emergency call, a mass-meeting of Majority Socialists, Liberals, and Centrists assembled to complete the work begun by Ebert and Scheidemann. No definite agreements were reached that afternoon, however, as the Majority Socialists were a little afraid of the radical wing. They had given assurances that the Independents would be included in the new Government, but the Independents had refused to participate with the Liberals and Centrists.
>
> At 3 P.M. Scheidemann made a speech in front of the Reichstag, announcing the new German Republic. A little later Haase, from the same spot, made a speech announcing a new Socialist republic. At four o'clock another mob surged into the main hall, bearing machine guns and shrieking demands for a socialized government. This party was led by Karl Liebknecht, who had been released from prison a few days before at Scheidemann's order.
>
> The Liberals and Centrists left the hall in the confusion. At 6 P.M. the Majority Socialists made certain concessions, declaring for the early socialization of many industries and acknowledging the Independents' right to participate in the government. But the Independents were not satisfied even with this. They insisted that they had made the revolution and demanded majority representation in the Government. The meeting broke up with an agreement for an assembly the following morning at the Circus Busch.
>
> In that meeting the fight between the two Socialist groups broke out anew and anarchy was at hand when the soldiers took matters in hand. They delivered an ultimatum to both factions declaring, in effect, that they were not interested either in politics or politicians; that they were tired of fooling, and that unless the opposing sides got together immediately the soldiers would take control and establish a military dictatorship.
>
> This threat was effective for the moment. The Socialist parties tentatively agreed upon a government by a council of six, equally divided between the factions. Over them was to be an executive council of soldiers and workmen, to be the supreme authority. It was to have fourteen soldiers and fourteen workmen, half of each being Majority Socialists and the other half Independents. Richard Mueller was selected for its first President.
>
> That the whole thing was a crazy and impossible scheme became apparent only too soon. The two groups could not by any possibility work together. The machinery of the Government was paralyzed. Desperate remedies were necessary. At last, Ebert and Scheidemann forced the issue, backed as they were by the rest of Germany, which was far more interested in the quick establishment of a stable government than it was in the wrangles of political camorrists.

THE COOTIE IS NOT MERELY A PEST BUT A PERILOUS PROBLEM

THE cootie is only a puny creature and does not rank high in the scale of animal life. He can boast of nothing that would endear him to anybody, possessing neither beauty of person nor qualities that make him a useful member of society. On the contrary, his irritating ways have probably done more to arouse peevishness in the heart of the dough-boy than any other of the numerous annoying things that went with the recent disturbance in Europe. Nevertheless, this same pestiferous and generally no-account cootie has been given a deal of publicity and attention far in excess of that bestowed on anybody or anything else connected with the war, if Wilhelm Hohenzollern, erstwhile imperial master of Germany, be excepted. For years now we have been hearing of the billions and billions of cooties infesting the war-areas; of their itchful bites which spread typhus germs and trench fever; of preventives without number, including chemicals, cootie garments, and delousing-stations; of that pleasing diversion known as cootie-chasing with which the dough-boy whiled away his leisure moments between onslaughts on the foe of his country. The war is over now as between the Huns and the rest of the world. But not the cootie-war. That conflict still rages. Extremely scientific men with tall corrugated brows and thick-lensed spectacles are now devoting much time to the study of the cootie with the ultimate object in view of exterminating him from the face of the earth, or, in any event, neutralizing the evil of his ways. The soldiers still remaining in Europe, having become accustomed to

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fighting and having nothing else to fight, are keeping in practise by waging a frenzied war on the cootie. And Uncle Sam administers the final swat to the pest by requiring every man before he is discharged from the Army to undergo a severe and searching process so he will not go about among his fellow men spreading cooties. A writer in the New York *American*, who apparently has given the subject considerable study, discusses the cootie as follows:

> It was probably the earliest companion and parasite of man. For so long a time has it been his parasite that it can not exist without him. Man is its only "host." Newly hatched, it will die in twenty-four hours if deprived of human blood. Arrived at adult age, it can survive not more than ten days without this article of diet.
>
> If the human race were to suspend existence on the earth for eleven days there would be no more cooties. The race would be wiped out forever.
>
> This pestiferous insect species is extraordinarily delicate. Slight changes of temperature are fatal to it. If an infested person is attacked by fever it will promptly desert him. A dead man is quickly abandoned by cooties.
>
> They are quite regular in their habits, taking three meals a day. Twenty minutes are devoted to each meal.
>
> Most appalling is its rate of reproduction. The female begins laying eggs when she is seventeen or eighteen days old, and lays about a dozen eggs *per diem*. They hatch in about a week.
>
> The mature insect is dirty gray in color. It infests by preference the underclothing—the seams of undershirts and drawers especially.
>
> One thing definitely ascertained is that nothing but live steam will destroy the lice, their eggs, and the disease germs which the cooties carry. This is a most important piece of knowledge, in its bearing on the whole louse problem.

The picture of bronzed giants frantically chasing cooties may induce a smile. But the phase of the cootie problem which is engaging the anxious attention of health officers and medical men both in this country and in Europe is far from funny. We read:

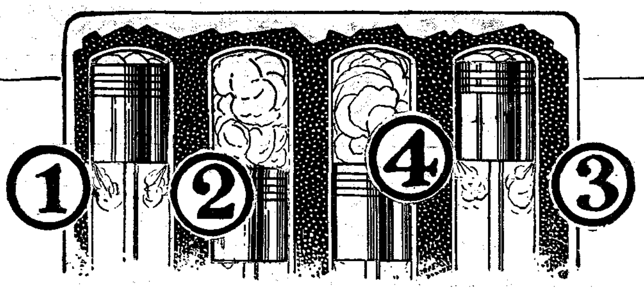
> The cootie is not merely an annoyance; he is a frightful menace. That is why science has devoted such painstaking and patient care recently to the most minute study of cooties.
>
> With inadequate sanitation arrives a plague of lice.
>
> Then comes typhus, the most destructive enemy of mankind. Carried and spread by the lice, it soon becomes epidemic, wiping out whole populations.
>
> Thus it has ever been since times long prehistoric. Accompanying and following every war has been a scourge of typhus, decimating armies and destroying non-combatants on a wholesale scale.
>
> Bubonic plague (the "black death" of the middle ages) and smallpox are frightful maladies. Cholera and yellow fever have taken a tremendous toll of mankind. But none of these is comparable to typhus as a killer.
>
> Epidemic typhus (such as has been raging in Russia, Servia, Bulgaria, and other European countries for a long time past) kills four out of five of the persons it attacks.
>
> A recent epidemic of "flu" in the United States has caused wide-spread consternation. And no wonder, inasmuch as (according to the medical authorities of the War Department) half a million people in this country died of it. But the mortality rate from "flu" was low as compared with that of epidemic typhus.
>
> It is exactly this danger—not by any means to be overestimated—that our government authorities have had in view, as incidental to the return of millions of American soldiers from Europe.
>
> Inevitably they would bring the typhus-carrying insects with them unless proper means were taken to relieve them of the unwelcome parasites. The problem was to let in the soldiers and shut out the cooties, and its solution, as developed by the War Department's medical staff, has been one of the biggest sanitary achievements in history.
>
> As a result, there is not in the United States to-day a single case of louse-borne disease imported from Europe. Not a case of typhus, nor of "trench fever," nor of "relapsing fever"—all three of which come under this head. Not yet.
>
> It has been made literally impossible, it is hoped, for any of these diseases to get into this country. If (to suppose what is deemed out of the question) a man bringing a louse from abroad were to be let loose, a report of the fact would be on a desk in the Surgeon-General's office at Washington almost immediately.
>
> The British authorities, equally alive to the peril, have done their best, with the same end in view. Nevertheless, our War Department learns that typhus is spreading in England. It is already epidemic in Russia, Bulgaria, Turkey, Servia, Hungary, Austria, Germany, and Holland. What this means may be judged from the "eighty per cent. mortality" statement above quoted.

The cootie is not peculiar to Europe alone. We have an ample supply of the domestic variety. But American cooties are not dangerous to the same extent as the foreign ones. The following explanation is given of this matter:

> We have plenty of cooties in the United States—innumerable, in fact. They differ not at all in species or description from the European kind. Why bother, then, to exclude the foreign ones?
>
> Simply for the reason that the latter are already infected with virulent typhus, and are, therefore, extremely dangerous.
>
> Why the term "virulent"?
>
> This needs just a bit of explanation. For already we have typhus in the United States. We have had it for goodness knows how long. Cases of it are not infrequent in New York City and in other centers of population. Probably we shall never get rid of it altogether.
>
> But it is typhus in a very mild form, not ordinarily fatal. Doctors call it "Brill's disease," after the physician who first discovered, a few years ago, its real character.
>
> We do not find ourselves very seriously afflicted by our own mild typhus problem. What demands our attention is the exclusion of this dread disease in its fatal form.

Then follows an account of the precautionary measures being taken by the Government to prevent the cootie evil from being spread in this country by the returning soldiers. The first steps are taken on the other side of the Atlantic, where every soldier is kept in quarantine for two weeks to allow for the possible development of typhus or any other disease. Further:

> Incidentally, he is examined for possible infection, "deloused" by putting himself and his clothing, separately, through appropriate treatment, and declared "supposedly" clean.
>
> Next he goes on board a transport, where he is again examined. Six days later, on the voyage, he is examined once again—sufficient time having meanwhile elapsed for the hatching of possible louse eggs concealed about his person. In addition, on every day during the voyage he is required to make an investigation of his body and clothes.
>
> When a transport arrives in port on this side of the Atlantic the ship's chief medical officer reports to the port surgeon that all these requirements have been fully complied with. Disembarkation then follows.
>
> With the idea of protection for our people in view, the soldiers are shipped by train as immediately and directly as possible to "debarkation camps"—such as Camp Upton and Camp Mills on Long Island, or Camp Merritt at Tenafly, N. J. At each of these camps there is a big "delousing" plant, and the men are placed temporarily in what is called an "unclean area," to await further antilouse treatment.
>
> The trains on which they arrive are meanwhile subjected to a thorough cleansing. The cars are cleaned with vacuum cleaners and sprinkled with carbolic acid.
>
> At the debarkation camp guards are placed in charge of the newly arrived men. They are not permitted to leave until they have undergone a "delousing" treatment.
>
> From the debarkation camps the men are sent to the demobilization camps, where they are once again examined for possible infestation. Up to date, it is believed, no individual cootie has got beyond these camps. Released soldiers go out from them and scatter all over the country, clean.
>
> Civilians with our armies and on transports are under control of the War Department and must undergo similar treatment. Immigration at the present time being practically nil, the Government has under its eye (through passport regulation and otherwise) every civilian who comes into the United States.
>
> While conducting this work the Government's medical authorities have been making an intensive study of the insect responsible for all this mischief. They have kept specimens under continuous observation, watching their behavior under various circumstances, their feeding and other habits, etc.
>
> It was necessary to observe them under normal conditions. They could be normal only when supplied with human blood. Hence the device has been adopted of putting half a dozen of them beneath the lid of a pill-box, the latter being attached to a man's arm by a strip of adhesive plaster. Inside the lid was placed a bit of chiffon, to serve for hiding—just as they hide in human clothing.
>
> People are often puzzled to imagine why our fighting men in Europe should be so universally afflicted with this pest. Literally every soldier "over there" seems to have become infested. Why?
>
> The matter is easily explained. In the formation and mobilization of conscripted armies all sorts of men, drawn from every



Does every cylinder in your engine pull 100% whether it is a four, six, eight or twelve?

Is every cylinder on the job?

Are you wasting gas?
Is your motor cheating?

MOST of the automobiles in use are wasting gasoline by burning a mixture too rich for the cylinders to digest.

The correct mixture is 13 to 15 parts of air to one part of gasoline vapor. Most cars run on a mixture which uses 7 to 10 parts of air to one part of gasoline vapor. In order to make this immense saving, listen to the explosions of your motor and adjust your carburetor screw.

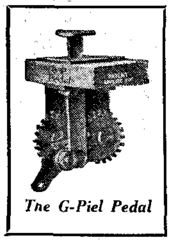
A prominent automobile man gives the following instructions:

> "Decrease the quantity of gasoline until the engine loses power, then give more gasoline until good power is restored, but not a notch beyond that point." (This test to be made when the engine is idling.)

To adjust your gas mixture properly, the individual explosions of your cylinders must be heard distinctly and clearly. If your car is equipped with a G-Piel Muffler Cut-Out you can make the test at any time and be certain your gas mixture is right. It will save you gas and money.

With the G-Piel you can blow carbon deposits out of your engine. You can cool your motor and get more power. You can tell at any time if your motor is cheating.

These features are obtained only with a G-Piel Muffler Cut-Out. Be sure it's the genuine G-Piel—at all reputable dealers.



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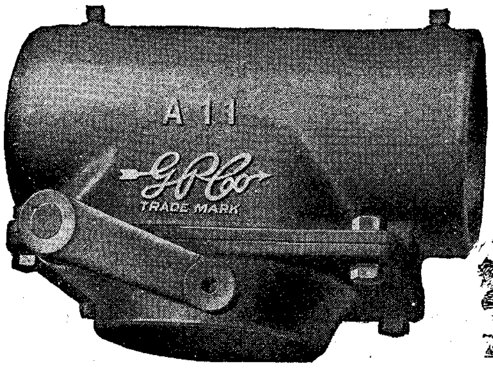

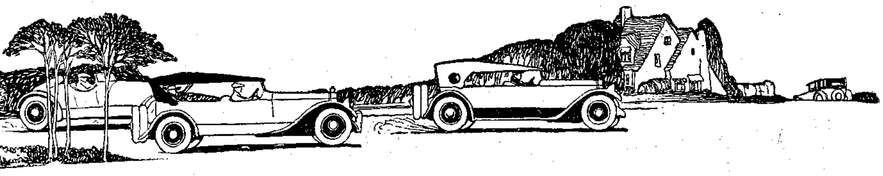

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The character of Havoline Oil never varies. It is as uniform as anything can be, never differing even occasionally from its fixed, highly corrected standard of lubrication for motor cars. It spreads a constant protecting film on hot cylinders and in crank bearings that prevents the ravages of friction.

It is refined and classed so carefully that there is a grade of Havoline Oil fitting exactly the requirements of your truck, passenger car, or tractor.

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Havoline greases are compounded of Havoline Oil and pure sweet tallow, clean to handle and correct in body.

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rank in life, are thrown together!—crowded togther in camps, in barracks, and eventually in the trenches. Some of them are bound to be "lousy," and the parasites they carry are quickly passed along to their fellows. It is hardly possible for any soldier to escape.

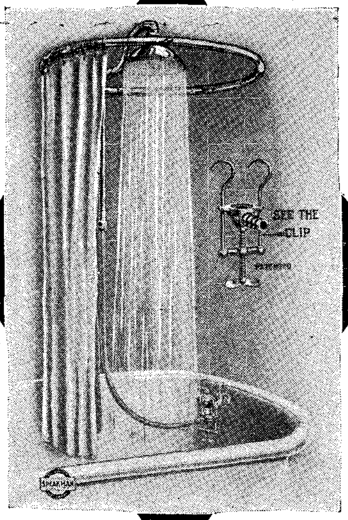
In our daily life we owe the absence of the cooties to sanitation—in other words, to cleanliness. Go back a couple of centuries and you will find that the insect was everywhere. Infestation was general in those days among people of all ranks in life not even excepting royalty. Its presence was no more regarded than that of the house-fly to-day, being deemed unavoidable and therefore a matter of course.

It is plentiful enough in this country to-day wherever there are unclean dwellings and unclean persons. Cleanliness, it is, that keeps us rid of the cootie, and incidentally of typhus and other horrid diseases it carries.

"BETSY THE SNIPER" DID HER BIT, AND A LITTLE BIT MORE

SHE has her name painted in big white letters on the steel shield above her capable-looking muzzle—"Betsy the Sniper." She was as famous as any gun with the American Army, and the particular pride of Battery A. For a time she was considered the "show-piece" of the entire American artillery-front, for she was a 155 that kept nearer the front than most of the 75's, and was used as a sniping-piece, even tho artillery-sniping, or sharp-shooting, is usually not expected of pieces larger than the 75. Beginning with those days when few sightseers had the temerity to visit her, even tho she was the prize exhibit of the front, the Providence *Journal* sketches the career of this excellent Franco-American, whose arrival in her adopted country is eagerly anticipated by the men who fought with her:

> She won her first fame in the Toul sector by being the forward gun of our lines. Not merely was she farthest north, but she scorned the steady brand of firing that most of the guns of her class indulged in. She went in for emergency sharp-shooting. It was thus that she won the sobriquet of "sniper."
>
> So far as our Army knows, sniping had previously been an occupation of few guns larger than the French 75. *Betsy* is a 155, which corresponds approximately to six inches. It was her work in part that led General Edwards to remark once that if he could put bayonets on the big guns he believed he could send his field-artillery over the top with the dough-boys. The men of the 103d were constantly shoving their 155s ahead of the division's 75s, and kept them sprung up to the front line clear through to the armistice. But of all the guns, *Betsy* held the highest claim to esteem and affection.
>
> *Betsy* didn't start her career with the 103d. She was originally in charge of D Battery of the 5th Field-Artillery, with the 1st Division. Her position was on the Beaumont road, not far from Seicheprey, about five hundred meters back of the trenches. The road at that point is considerably higher than the adjoining meadows, and looks down on what was the trench line not far east of Mont Sec, the powerful German artillery position that caused our men plenty of trouble.
>
> When the 1st Division was called out of the Toul sector to go up to the aid of the British the 26th took over the positions. The rule is that each unit carries its own guns with it. But at this time the mud was very deep. Pulling a 155 through it was not a quick and easy task. Moreover, the Germans were increasing their artillery-fire on our gun positions until it was an exceptionally risky matter to attempt the exchange of weapons. Therefore, this one was turned over to Battery A of the 103d which gave to the regulars in return for it one of its own guns.
>
> Major Barker, then Captain of Battery A, took over this position which in the code of the 26th Division was known as *Jones 1*. From that time on *Betsy*, as she was soon christened, began to acquire a reputation for herself.
>
> Instead of being used exclusively for regular scheduled firing, or for the "harassing fire" that used to make gunners so weary of their task, *Betsy* was free to use her commanding position to blaze at any special activity that might be noted behind the enemy lines. She had twelve observation posts reporting to her, and an 18-drop switchboard was needed to care for the communications.
>
> One of her achievements was the "getting " of a disabled German airplane which had gone down some five kilometers away. On the fifth shot she scored a direct hit, scattering a German party that was trying to rescue the plane.
>
> On another occasion she caught a German battery going into position, and was "on target" in three shots. This time she broke up the enemy formation, destroyed three guns, and scattered the personnel.
>
> *Betsy* got a heavy baptism of enemy fire during the Seicheprey affair. The operations report of the regiment says that she was under a bombardment of more than three thousand high-explosive shells that day. Three thousand was the official record. To the gun crew it seemed no less than a million.
>
> *Betsy* herself was not badly damaged, being merely scratched by flying pieces of shell. Her nest was in a tunnel underneath the Beaumont road. This sheltered her when she was not in action, but of camouflage or any attempt at concealment she had none. The German gunners across the line had the range to a dot.
>
> Ordinarily in heavy gun-fire the gun is not kept in action when the enemy is active and has good range. The men seek shelter in their own dugouts. But early in the Seicheprey affair it became necessary to maintain fire even while under fire. It was not a matter to be done by routine order. Captain Barker, who was in personal command of the position throughout the 26th occupation of the sector, called for volunteers, and responded to his own call first of any. During the heaviest of the shelling he acted as a member of the gun-crew.
>
> From Seicheprey *Betsy* went with the battery to the Château-Thierry region, and in the long advance that followed she was used as a sniping piece three times. The batteries were in line at this time much longer than was the divisional infantry, being assigned to the support of other divisions when the latter was relieved.
>
> One of her achievements here was the shelling of a German general headquarters, when she sent ten shots, all hits, doing serious damage. The fire was directed



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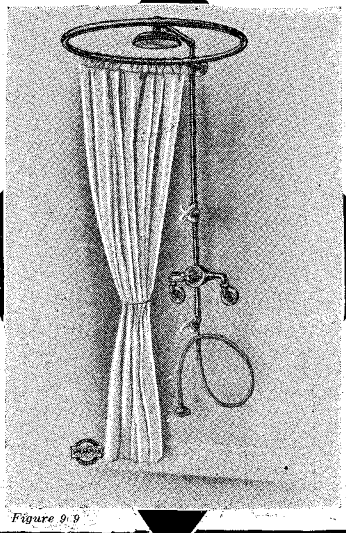


Figure 9 9

Tonnage Hauled

How has the truck industry grown?

How many more trucks were put to work last year than in 1909—only ten years ago?

Eighty times as many—an increase in production of 8000%.

If that is a surprising statement, the figures on the number of trucks actually on the road in service today as compared with ten years ago would be astounding.

And these results have been built absolutely upon performance—nothing could ever have made it possible save the demonstrated capacity of the motor truck to stand up to its extremely difficult job without undue depreciation from wear and tear.

And in that development a prominent part has been played by Timken Bearings.

For first and foremost in its capacity as a cargo carrier the truck must stand up *under the load*, it must take the jolts and bumps of the roughest road, and the handling of the most careless driver.

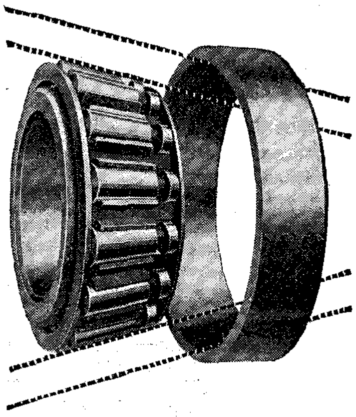
All the load that is carried by and upon the big, heavy tires, upon strong, solid wheels, and sturdy, huge springs—all this *plus the torque power load required to move the weight of truck and load*, is carried upon the bearings concealed in the wheel hubs, at these crucial points where the *greatest weight* is concentrated upon the *smallest area* and where the heaviest thrust, pound, jolt and vibration is incessant.

Reliability at these points of main support was necessary if the truck was ever to become a practical proposition.

How much the truck owes to Timken Bearings in that connection is best evidenced by the fact that Timken Bearing production has increased in even greater ratio than truck production. Although the best built trucks ten years ago were practically all equipped with Timken Bearings, over 100 times as many bearings are going into motor trucks today.

If you will write down the names of the five, ten or fifty best built trucks in this country you will find an overwhelming majority of them listed in "The Companies Timken Keeps"—a book which not only tells what trucks are equipped with Timken Bearings but exactly where those bearings are used—in the transmission, on the pinion or worm shaft, at the differential, in the knuckle head, and in the front or rear wheels.

If you haven't seen this book, send for it, for it tells more clearly than any advertisement what the truck builders of America think of the Timken Taper principle of design and the mileage records of Timken Bearings.



Dotted lines show how the inside of the "cup" of a Timken Bearing is *tapered* to fit over the *tapered* rollers.

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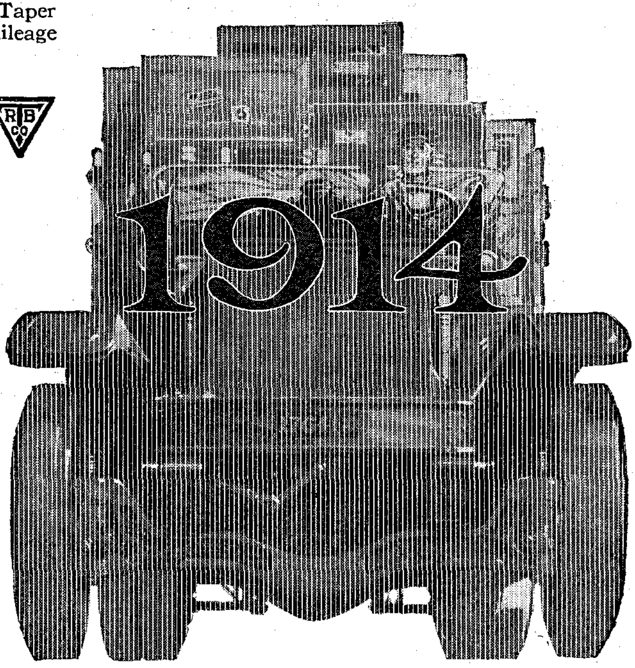

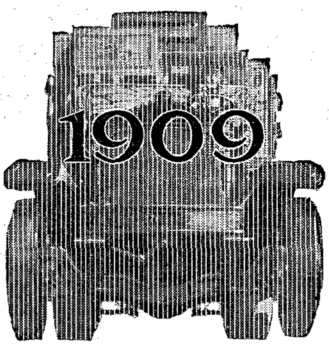

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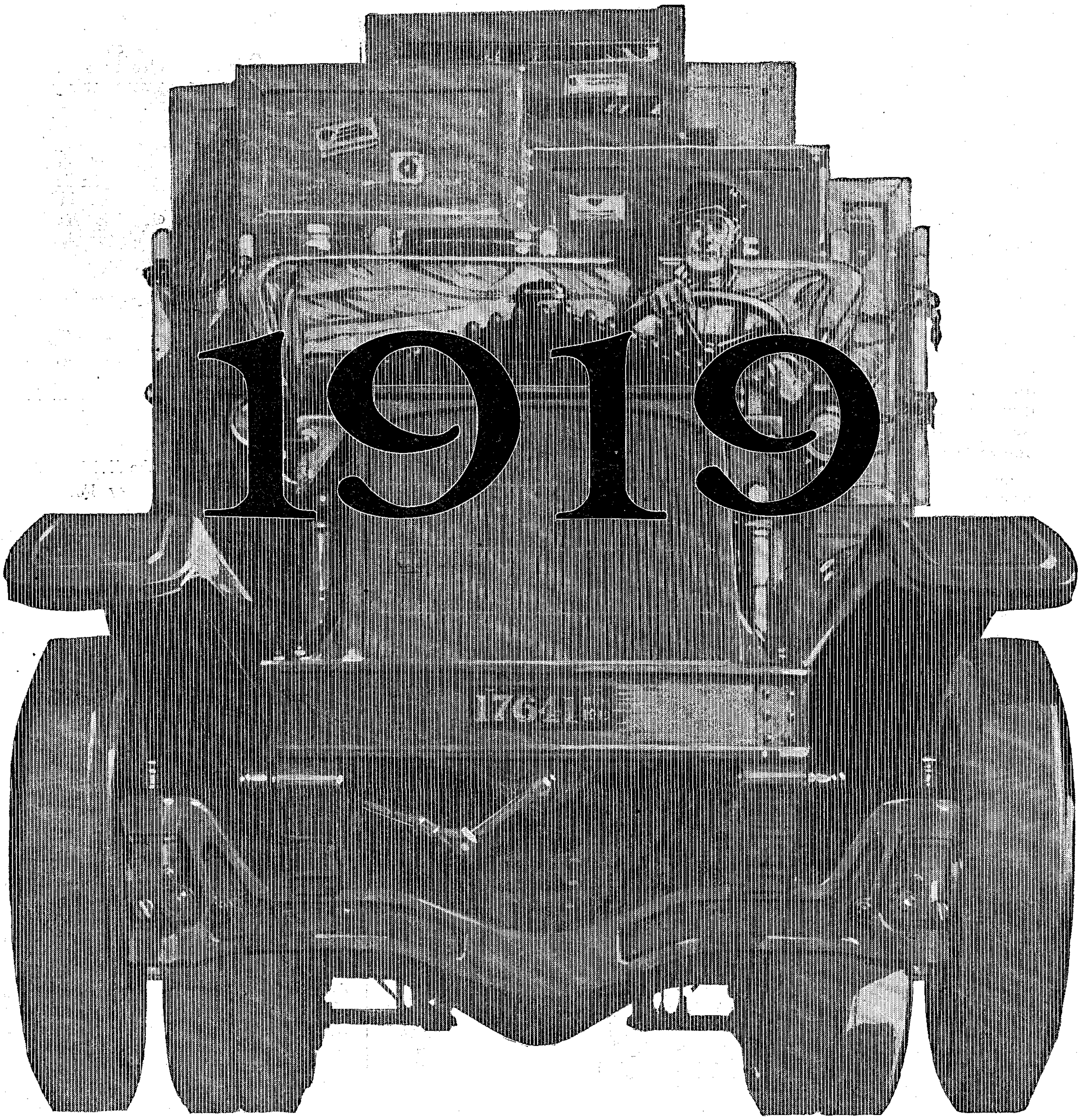

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And Clutch Facings

have won their way as vital parts of many of the finest cars by sure gripping power and exceptional endurance. The grip of Rusco Brake Lining stays with it as long as the lining lasts.

Every strand of the web is a brass wire, covered with long fibre asbestos. It is so closely and firmly woven on Rusco looms, and so thoroughly impregnated with a water and grease proof composition, that it cannot fail.

To have Rusco Brake Lining on your car is sound insurance against brake slipping and its serious consequences

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38 Factory Buildings
ESTABLISHED 1830
25,000 Shuttles

in this enterprise by an American observation balloonist.

In the advance through the St. Mihiel sector *Betsy* was ahead of any other gun of her class, advancing to the Woëvre plain, while other guns of the regiment were assigned to positions on or near the hills that are the plain's boundary. Much of her work here was against machine-gun nests, and her position was particularly exposed.

North of Verdun in the final drive of the war, *Betsy* and her sister guns of Battery A and Battery B occupied sniping positions in Death Valley. This was during the period of harvest fire that the batteries suffered, and one of Battery C's guns, a short distance southeast, suffered severely.

In all, ten men, of whom one was a batteryman, were killed at or close to *Betsy's* position in the Toul sector. Sixty were wounded, of whom thirty were members of the battery.

Betsy is to be given an honored place in the Battery Book which is being issued by the batterymen, and there the detailed history of the famous weapon is to be told. The suggestion was made in France that the batterymen club together to try to buy *Betsy* from the War Department, but it was believed that the Department should be induced to send her to the home of the battery. If ever a fighting unit won the right to have and to hold a permanent souvenir of its work, Battery A earned a right to own *Betsy*.

ORIGIN AND MEANING OF DIVISION NICKNAMES

TWENTY-FIVE of the divisions of the American Expeditionary Force have taken to themselves, or have been presented with, picturesque nicknames. These sobriquets are already widely known, and "the divisions will probably be designated by them by future war-historians," says *The Stars and Stripes*, the official paper of the A. E. F., which lists the units together with their nicknames. An account of the manner in which each nickname came to be officially adopted accompanies the list, and reveals the interesting fact that, in many cases, the nickname is less a nickname as we commonly understand the term than a title of honor. The list runs as follows:

Third—Marne Division: Nickname conferred on unit by Maj.-Gen. Joseph T. Dickman following its exploits on the Marne line opposite Château-Thierry.

Fourth—Ivy Division: Derived from insignia, a Roman numeral IV.

Fifth—Red Diamond Division: Two derivations of this unit's nickname are given. The first is as follows: "Diamond Dye—it never runs." The second derivation is quoted from a staff officer and states, "The 'Red Diamond' represents a well-known problem in bridge-building—it is made up of two adjacent isosceles triangles, which make for the greatest strength."

Twenty-sixth—Yankee Division: Derived from the fact that the unit was formed of New England National Guardsmen and applied because original Yankees came from New England.

Twenty-seventh—New York Division: Derived from the fact that personnel of unit is from New York.

Twenty-eighth—Keystone Division:

From fact that unit was formed of men mostly from Pennsylvania, the "Keystone State." Divisional description states, "It has always occupied the center of the corps front—it has had the keystone position."

Twenty-ninth—Blue and Gray Division: Derived from fact that men comprising unit were drawn from both Northern and Southern States.

Thirtieth—Old Hickory Division: From fighting qualities of Andrew Jackson, whose military career gained him the same title.

Thirty-second—Les Terribles and Iron Jaw: Of these two nicknames, the first was given the unit by a French writer, and the second is derived from the fact that the division, while engaged on the Marne, was employed on both flanks of that salient.

Thirty-third—Yellow Cross Division: Derived from insignia of unit.

Thirty-fourth — Sandstorm Division: From sandstorms which division encountered while training at Camp Cody, Deming, New Mexico.

Thirty-sixth—Lone Star Division: From fact that the Lone Star is the emblem of Texas.

Thirty - seventh — Buckeye Division: Nickname is derived from fact that division was formed of the National Guard of Ohio, the Buckeye State.

Fortieth—Sunshine Division: Inspired by favorable climatic conditions under which unit trained.

Forty-first—Sunset Division: From sunsets of Pacific Coast, section from which men forming unit were drawn.

Forty-second—Rainbow Division: From fact that the War Department decided to make the first National Guard division for service in France a representative American division. Nickname was applied before division was formed.

Seventy - seventh — Liberty Division: Nickname derived from unit's insignia, a miniature Statue of Liberty.

Seventy-eighth—Lightning Division.

Eightieth—The Blue Ridge Boys: Derived from Blue Ridge Mountains, and is representative of the States of Virginia, West Virginia, and Pennsylvania, which originally formed the unit.

Eighty-first—Wildcat Division: Derived from fact that a small stream which flowed through Camp Jackson, where the unit was organized, was called Wildcat Creek.

Eighty-second—All American Division: From fact that enlisted men represent nearly every State in the Union and comprise Americans of every racial origin.

Eighty - eighth — Cloverleaf Division: Adopted because the four-leaf clover is representative of the four States of Iowa, Minnesota, Illinois, and North Dakota, from which enlisted men who formed unit were drawn, and is also conventionally the numerical designation of the division, with a loop for each State.

Eighty-ninth—Western Division: From fact that unit was originally formed of enlisted men from States in the Middle West.

Ninety-first—Wild West Division: Nickname derived from fact that officers and men came from eight Western States.

Ninety-second—Buffalo Division: From Indian wars of pioneer days, when the negro was called upon to aid in suppressing Indian uprisings. The redskin, learning to respect the negroes as soldiers, nicknamed them "Buffaloes." Title is inherited from the 367th Regiment incorporated in division.

"Why, Mamma, you have two-sight glasses just like Daddy's"

Mr. Brown's experiences with two-vision glasses and his fortunate investment in KRYPTOKS, induced Mrs. Brown to consult her eyeglass specialist. He recommended KRYPTOKS (***pronounced Crip-tocks***).

Wise little daughter discovers that she is wearing them. Mrs. Brown's friends will be surprised, because in KRYPTOKS there is no ugly line or seam to distinguish them from single-vision glasses. They are the only bifocals without line, seam or hump.

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THE INVISIBLE BIFOCALS

Peering over or removing your reading glasses every time you look at distant objects—fussing with two pairs — or wearing old-fashioned bifocals with the unsightly seam or hump—all call attention to your advancing years.

But KRYPTOK Glasses do not reveal your age. They make you appear younger by enabling you to see both near and distant objects as clearly and distinctly as with the natural eyesight of youth.

KRYPTOKS are the attainment of modern eyeglass efficiency for near and far vision. In comfort and convenience, in improving your appearance, in conserving your eyesight, they will prove to be one of your priceless possessions.

Ask your oculist, optometrist or optician about KRYPTOK Glasses.

Write for Booklet—"The Eyeglass Experiences of Benjamin Franklin Brown." Everyone who needs glasses for near and far vision (bifocals) will be interested in the information it contains. Write for your copy; please give, if possible, the name of your oculist, optometrist or optician.

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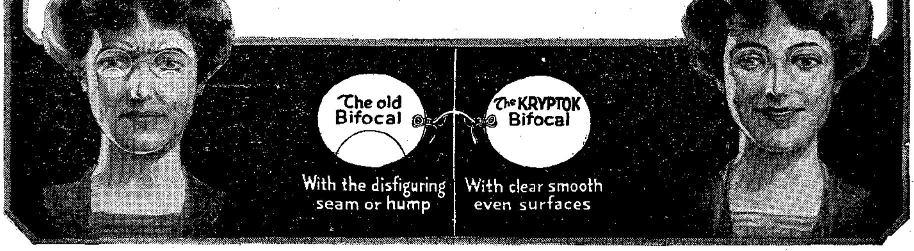

The old Bifocal
The KRYPTOK Bifocal
With the disfiguring seam or hump
With clear smooth even surfaces

Roll of White Truck Fleets

YEAR after year this list *grows.* It is something more than a list of well-known concerns owning ten or more White Trucks. It represents a *yearly progress in added trucks per owner*—the most extensive growth of individual fleets ever published by a truck maker.

The buyer of one or many trucks can have no better guide than the experience of those whose trucking volume affords a comparative knowledge of results.

There are now 2,774 fleets in active service, totaling 33,139 White Trucks, exclusive of all single truck installations.

The last column includes only the first three months of 1919

	1910	1911	1912	1913	1914	1915	1916	1917	To-day
Abraham & Straus	0	0	0	0	0	0	0	10	10
Air Nitrates Corporation	0	0	0	0	0	0	0	0	29
All Russia Zemsky & Cities Union	0	0	0	0	0	0	10	10	10
B. Altman & Company	0	0	8	8	33	67	92	92	93
Aluminum Co. of America Interests	0	0	0	0	1	2	2	16	20
American Ambulance Field Service	0	0	0	0	0	0	1	22	26
American Can Company	0	0	4	7	8	8	33	56	66
American Petroleum Company	0	0	0	0	0	0	0	12	26
American Railway Express Cos.	0	0	3	14	23	27	88	98	111
American Red Cross Society	0	0	0	0	0	0	0	86	122
American Steel & Wire Company	0	0	1	5	5	6	10	16	20
American Stores Company	0	1	2	9	14	14	15	29	37
American War Relief Clearing House	0	0	0	0	0	2	18	32	32
Ammen Transportation Company	0	0	2	7	8	9	11	11	32
Anheuser-Busch Brewing Ass'n	0	0	0	0	0	1	17	19	19
Arlington Mills	0	1	1	1	1	2	2	11	12
Armour & Company	0	4	30	51	63	84	165	226	259
Associated Bell Telephone Cos.	0	1	6	30	46	84	311	447	477
Associated Dry Goods Corporation	0	0	8	13	23	29	37	40	88
City of Atlanta	0	3	6	8	10	10	11	11	15
Atlanta Baggage & Cab Co.	0	0	0	0	0	0	0	6	10
Atlantic Ice & Coal Corporation	0	0	0	15	15	15	20	27	34
Atlantic Refining Company	1	4	9	31	67	86	184	275	374
Auto Livery Company	0	0	0	0	0	0	15	15	15
The Bailey Company	0	1	3	6	6	13	16	17	20
City of Baltimore	0	3	4	7	14	14	29	30	31
Baltimore Transit Company	0	0	0	0	0	1	1	20	20
The Barrett Company	0	0	0	0	0	0	11	17	19
Bellevue & Allied Hospitals	0	0	0	1	3	9	15	19	19
Stedman Bent	0	0	0	0	0	1	19	23	23
Best & Company	0	0	0	0	0	0	0	0	18
William Bingham Company	0	0	0	0	0	0	16	17	20
Samuel Bingham's Sons Mfg. Co.	0	0	2	3	4	4	6	10	10
Bloomingdale Brothers	0	0	0	0	0	0	0	0	20
Boggs & Buhl, Inc.	0	8	10	18	23	24	24	24	23
Bohlen-Huse Coal & Ice Co.	0	0	5	7	7	7	7	7	10
Henry Bosch Company	2	8	8	9	10	10	11	12	12
City of Boston	0	2	9	12	17	18	18	19	22
Boulevard Transportation Co.	0	0	0	0	0	0	3	13	13
Bradford Baking Company	0	0	0	9	20	25	26	26	26
The Brandt Company	0	0	0	0	0	0	1	10	25
Broadway Taxi Operating Co.	0	3	12	12	12	12	12	12	12
Brooklyn Alcatraz Asphalt Co.	0	0	0	2	9	9	11	11	11
Bry-Block Mercantile Co.	0	0	0	0	0	0	0	0	12
P. H. Butler Company	0	0	0	1	1	4	6	11	12
H. M. Byllesby & Co., Inc.	0	1	2	2	2	3	5	11	17
Caddo Parish, Louisiana	0	0	0	0	0	0	0	2	13
California Baking Company	0	0	0	0	0	0	0	13	17
Carolina Public Service Co.	0	0	0	0	0	0	0	7	12
Chapin-Sacks Manufacturing Co.	0	0	0	0	0	0	0	10	21
Chero-Cola Bottling Companies	0	0	0	0	4	6	30	62	96
City of Chicago	0	0	0	1	4	10	27	38	47
Chicago Fire Insurance Board	0	0	5	11	13	13	13	13	13

	1910	1911	1912	1913	1914	1915	1916	1917	To-day
Cities Service Co. Interests	0	0	0	0	0	0	3	13	13
Clark's Bus Line	0	0	0	0	0	0	0	11	12
Clearing House Parcel Delivery Co.	0	0	0	0	0	3	10	10	14
City of Cleveland	0	2	7	14	15	19	23	32	36
Cleveland-Akron Bag Company	6	7	9	14	15	19	21	39	45
Cleveland Builders Supply Co.	0	1	1	3	4	7	10	14	19
Cleveland Electric Illuminating Co.	0	0	0	0	0	6	17	23	23
Cleveland Provision Company	0	1	2	3	7	7	11	13	15
Cleveland Transfer Company	0	0	0	0	0	0	1	19	19
Cleveland & Sandusky Brewing Co.	0	0	1	1	2	3	10	15	17
Club Cab Corporation	0	0	0	0	0	21	25	25	25
Coca-Cola Bottling Companies	0	3	6	12	26	38	75	122	179
Consol. Gas, El. Light & Power Co.	2	3	6	8	11	12	12	12	12
Consolidated Rendering Co.	0	0	0	0	0	0	4	7	17
Continental Oil Company	0	1	2	2	3	4	19	25	34
Cuban Government	0	0	0	0	0	0	0	0	10
Cudahy Packing Company	0	0	2	6	8	10	21	24	27
Culbertson Bros. Company	0	0	0	0	0	0	1	8	12
Dannemiller Grocery Co.	0	0	0	0	0	3	6	12	12
James DeMallie	0	0	0	0	1	1	16	16	16
Dominion of Canada	0	0	0	0	43	43	43	43	43
Dunn & Ruth	0	0	0	0	0	0	24	24	25
E. I. DuPont de Nemours Pdr. Co.	0	0	0	0	0	0	1	16	20
East Ohio Gas Company	0	0	0	1	3	5	5	10	11
Eastern Torpedo Company	0	0	0	1	3	3	3	5	16
T. Eaton Company, Ltd.	0	5	13	14	15	15	20	20	20
Emerick Motor Bus Company	0	0	0	1	5	9	11	14	16
Empire Gas & Fuel Co.	0	0	0	0	0	0	0	33	61
Owen H. Fay Livery Company	0	0	0	23	23	23	23	24	24
Fenway Garage Company	0	0	19	19	29	29	39	39	30
Firestone Tire & Rubber Co.	0	0	0	1	1	2	6	12	16
Fly & Hobson Company	0	0	0	0	0	0	0	13	13
Foster & Kleiser, Inc.	0	2	4	4	8	10	10	10	10
Harry V. Franks	0	0	0	0	0	0	6	16	16
Frederick & Nelson, Inc.	0	0	0	3	7	9	10	13	18
Freedom Oil Works Company	0	0	0	0	0	0	0	0	16
General Baking Company	0	0	0	1	1	1	1	10	25
General Petroleum Company	0	0	0	1	0	2	4	8	15
Georgia Fruit Exchange	0	0	0	0	0	0	0	12	37
Georgia Railway & Power Co.	0	0	1	3	7	7	18	22	24
Gilman Motor Trucking Co.	0	0	0	0	0	0	0	10	10
Gimbel Brothers	0	20	26	46	59	59	62	62	78
Glacier Park Transportation Co.	0	0	0	0	10	20	22	23	23
Adolf Gobel, Inc.	0	0	0	0	0	0	0	10	30
J. Goldsmith & Sons Co.	0	0	3	4	5	5	7	12	12
B. F. Goodrich Company	4	6	9	11	12	17	19	22	25
Goodyear Tire & Rubber Co.	0	0	0	0	0	0	3	10	15
Gray Construction Company	0	0	0	0	0	1	3	10	12
Great Northern Paper Company	0	0	0	1	1	11	13	18	18
Greenfield Elec. Light & Power Co.	0	3	6	9	10	11	13	13	14
Gulf Refining Company	0	1	9	29	81	172	463	563	663
Halle Brothers Company	0	0	0	0	0	0	12	13	13
Haverty Furniture Company	0	0	0	0	2	6	7	12	18

Call

In Actual Service

	1910	1911	1912	1913	1914	1915	1916	1917	To-day
Hawaii County, T. H.	0	0	2	9	9	9	10	11	16
H. J. Heinz Company	0	0	0	0	0	0	16	19	26
The Higbee Company	2	4	5	6	10	10	10	12	12
Hochschild, Kohn & Co.	0	1	3	5	6	8	10	9	12
Joseph Horne Company	5	12	15	24	33	39	47	47	42
J. L. Hudson Company	0	0	0	0	0	10	17	20	20
Huebner Toledo Breweries Co.	0	0	0	0	0	1	6	8	11
E. V. Hull	0	0	0	0	0	0	2	4	11
Humble Oil & Refining Co.	0	0	0	0	0	0	0	0	13
Imperial Oil Company, Ltd.	0	1	1	1	1	1	12	42	43
Independent Brewing Co. of Pgh.	1	1	2	5	5	11	28	36	42
Jones Store Company	0	2	2	5	6	10	14	17	17
Kaufmann Dept. Stores, Inc.	0	0	10	16	24	44	80	80	66
Kaufmann & Baer Company	0	0	0	1	40	45	51	59	60
Edward F. Kelly	0	0	0	0	0	0	1	3	15
C. D. Kenny Company	0	0	0	0	0	0	12	41	45
Henry Knight & Son	0	0	0	0	0	0	0	10	10
Theodor Kundtz Company	3	7	8	9	10	11	12	13	17
J. William Lee & Son	0	0	0	0	0	0	13	13	13
Fred T. Ley & Company	0	0	0	0	1	1	4	10	13
Leyte Land Transportation Co.	0	0	3	6	10	12	14	14	14
Liberty Baking Company	0	0	0	0	0	0	0	4	15
Lit Brothers	0	0	0	0	0	0	17	26	27
Loose-Wiles Biscuit Company	0	0	0	0	0	2	2	2	11
Los Angeles Brewing Company	0	0	2	7	13	14	15	17	17
Los Angeles Ice & Cold Storage Co.	0	0	0	0	0	0	5	10	10
Henry C. Lytton & Sons (The Hub)	0	6	7	9	10	11	11	12	12
McCreery & Company	6	6	8	8	8	11	15	15	15
G. M. McKelvey Company	0	0	1	1	6	8	18	18	18
R. H. Macy & Company	0	0	0	0	0	0	15	15	15
Mandel Brothers	0	9	10	15	16	17	17	17	17
City of Manila	0	0	3	3	3	7	8	11	11
A. C. Marshall Company	0	0	0	0	0	0	0	15	15
State of Massachusetts	0	1	4	4	4	5	11	11	11
The May Company	0	0	0	4	11	15	26	26	27
Mesaba Transportation Company	0	0	0	0	0	2	15	18	20
Michelin Tire Company	0	1	2	3	3	9	11	11	11
C. W. Miller Transfer Company	0	0	0	0	0	0	0	0	10
H. W. Mollenauer & Brother	0	0	0	0	0	0	0	8	10
City of Nashville	0	0	0	1	1	1	1	3	12
National Casket Company	0	0	2	10	14	15	19	21	24
Province of New Brunswick	0	0	0	0	0	0	20	20	20
State of New Jersey	0	0	0	1	1	1	1	6	16
State of New York	0	0	3	3	3	5	29	37	37
City of New York	0	1	7	11	12	13	13	13	13
N. Y. Board of Fire Underwriters	0	0	2	6	8	16	20	20	20
New York State Railways	0	0	0	0	0	1	5	10	10
Province of Nova Scotia	0	0	0	0	0	0	0	0	10
Ohio Oil Company	0	0	0	0	0	0	0	0	16
Omaha Taxicab Company	0	0	0	0	6	8	17	17	17
Onondaga County, N. Y.	0	0	0	0	1	3	5	10	16
Oppenheim, Collins & Company	0	0	0	0	20	21	27	27	30
Pacific Mills	0	0	3	4	4	7	12	14	17
Frank Parmelee Company	0	0	0	9	9	18	28	28	28
Peninsula Rapid Transit Co.	0	0	0	0	0	7	8	15	19
State of Pennsylvania	0	0	0	0	1	2	5	15	15
Philadelphia Electric Company	0	0	0	0	0	0	13	15	18
Pierce Oil Corporation	0	0	0	0	0	1	1	1	23
Pike's Peak Auto Highway Co.	0	0	0	0	0	12	15	15	16
City of Pittsburgh	0	2	9	14	14	15	15	15	15
H. & S. Pogue Company	0	0	0	0	0	0	2	3	12
Portland Sebago Ice Company	0	0	0	0	2	4	5	5	11
Prairie Oil & Gas Company	0	0	0	0	0	0	0	2	26
Progressive Transfer Company	0	0	0	0	0	0	0	0	36
Pullman Taxicab Company	0	0	0	0	10	10	31	31	43
Quaker City Cab Company	0	0	0	0	0	0	75	100	100
Remar Company	0	0	0	0	0	0	0	0	11
Rieck-McJunkin Dairy Co.	0	0	0	0	0	0	2	16	23
Riverside Taxi Service Co.	0	0	0	0	5	15	15	15	15
Rocky Mountain Park Transp. Co.	0	0	2	2	3	3	21	23	33
The Rosenbaum Company	1	1	2	11	12	33	39	43	40
Thomas J. Ryan	0	0	0	0	0	0	1	13	13
City of St. Louis	0	0	0	0	4	6	9	10	14
Saks & Company	0	0	0	0	10	10	10	10	10
Salt Lake Transportation Co.	0	0	0	0	0	0	0	4	15
San Bernardino M't'n Auto Line	0	1	3	4	6	6	9	14	15
City of San Francisco	0	0	0	1	1	1	1	3	10
San Francisco Drayage Co.	0	0	0	0	1	3	10	10	10
Schmidt & Ziegler, Ltd.	0	0	0	0	0	0	0	11	11
Andrew Schoch Grocery Co.	0	0	0	0	0	6	6	11	11
Schulze Baking Company	1	1	9	15	17	22	23	26	31
Seiple & Wolf	0	0	0	1	2	2	10	10	10
Franklin Simon & Company	0	0	0	3	6	10	14	14	17
W. & J. Sloane	13	14	15	15	15	17	21	23	23
Smith & Hicks, Inc.	0	0	0	0	0	0	3	13	13
Spear & Company	0	0	1	9	13	14	15	22	23
Standard Oil Co. of California	1	3	4	6	7	26	67	97	111
Standard Oil Co. of Indiana	1	4	5	9	59	122	168	201	214
Standard Oil Co. of Kentucky	0	1	2	4	5	9	38	75	121
Standard Oil Co. of Louisiana	0	1	1	1	1	1	2	5	53
Standard Oil Co. of Nebraska	0	0	0	0	5	11	17	17	17
Standard Oil Co. of New Jersey	0	0	1	1	1	1	3	30	65
Standard Oil Co. of New York	2	6	18	35	68	113	230	363	450
Standard Oil Co. of Ohio	0	1	1	1	10	17	28	36	42
Standard Sanitary Mfg. Co.	0	0	2	3	3	4	4	6	10
Stark-Tuscarawas Brewing Co.	0	0	0	1	1	2	7	12	12
Sterling & Welch Company	2	4	7	7	8	8	11	14	14
Stern Brothers	0	0	8	18	18	19	21	22	22
Stewart Taxi Service Company	0	0	0	0	0	0	18	29	43
Stone & Webster Interests	0	1	1	1	2	2	8	24	31
Strawbridge & Clothier	0	0	0	2	4	4	9	15	15
Stroehmann's Vienna Bakery	0	0	0	2	2	2	10	10	11
Swift & Company	0	0	0	2	2	10	101	109	127
Tacoma Bottling Works	0	0	0	0	0	0	0	6	10
The Taxi Company	0	0	0	0	2	4	13	13	14
Taxicab Association, Inc.	0	0	0	26	40	76	151	151	151
Telling-Belle Vernon Company	0	3	4	4	9	11	11	13	20
Terminal Taxicab Company	0	0	20	36	61	61	61	82	82
The Texas Company	0	0	0	0	0	9	11	11	11
Twin City Motor Bus Co.	0	0	0	0	0	0	0	0	19
Union Carbide & Carbon Co. Int's	1	1	1	2	3	6	16	18	21
Union Oil Company of California	0	0	0	1	10	22	43	156	216
Union Transfer Company	0	0	0	0	0	0	1	11	12
United Gas Imp't Co. Interests	0	0	0	2	8	15	41	64	64
United States Baking Co.	0	0	0	0	1	2	2	11	14
United States Rubber Co.	0	0	0	1	2	5	5	9	14
U. S. Post Office Department	0	0	0	21	27	104	132	298	445
U. S. Steel Corporation Interests	0	0	1	1	2	3	5	12	17
E. H. Vare	0	0	0	0	0	0	0	5	11
F. G. Vogt & Sons, Inc.	0	0	0	1	2	3	5	12	14
Wall Street Taxicab Company	0	0	0	0	0	0	14	19	19
John Wanamaker	0	0	0	0	0	6	27	37	37
Ward Baking Company	0	0	0	0	0	12	53	76	76
Raphael Weill & Company	0	0	0	0	0	10	10	12	12
Westcott Express Company	0	0	0	0	0	0	0	36	36
Western Electric Company	0	0	2	4	5	5	9	15	19
Western Meat Company	0	0	0	0	0	0	2	11	12
Westinghouse-Church-Kerr Co.	0	0	0	0	0	0	0	6	30
R. H. White Company	0	0	0	0	0	1	4	13	13
J. G. White & Co., Inc., Interests	0	1	1	1	1	1	4	16	19
White Bus Line Company	0	0	0	0	0	0	5	12	16
White Taxicab Company	0	0	0	0	0	0	2	11	11
White Transit Company	0	1	1	2	6	9	19	29	31
E. H. Wiener Company	0	0	0	0	0	0	0	0	12
Woodward & Lothrop, Inc.	0	1	1	3	3	4	7	13	14
Geo. Worthington Company	0	0	1	2	2	2	4	8	10
Yellowstone Park Transp. Co.	0	0	0	0	0	0	106	112	112
Yosemite Transportation Co.	0	0	0	1	7	7	25	27	24
Zettelmeyer Coal Company	0	0	1	2	2	3	4	5	10
Zumstein Taxicab Company	0	0	0	2	2	6	10	20	25
	54	194	495	1001	1704	2601	5147	7436	9227

THE WHITE COMPANY

Cleveland

Owners' Records of 100,000 Made by

THE ultimate mileage of White Trucks is still unmeasured. Some have rounded out 300,000 miles. Many have run 200,000 miles. Hundreds, probably thousands, have passed the 100,000 mark—a very common White performance.

100,000-150,000 MILES *Each*

Owner	No. of Trucks
Addison Auto Bus Co.	1
Akers & Harpham Co.	2
R. T. Allen & Bros.	1
American Livery & Stage Co.	1
K. A. Anderson	1
S. M. Anderton	1
Andre & Andre	1
John Arata & Son	1
Joseph Arbiter Co.	1
Atherton Fowler Furniture Co.	1
Bergner Plumb., Heat'g & Sup. Co.	2
Berz Co.	1
Block & Kuhl Co.	1
Boston Furniture Co.	1
Botzum Bros. Co.	1
Boulevard Transportation Co.	2
Bower Transportation Co.	1
Bradford Baking Co.	26
Brainol Manufacturing Co.	1
L. Brizzolara	1
Bullocks	5
Burns & Campbell Co.	1
Canton Provision Co.	1
H. C. Capwell Co.	1
J. B. Carr Biscuit Co.	1
Carter-Mullaly Transfer Co.	1
Central Paper Co.	1
Chandler & Rudd	5
Frank A. Cholewinski	1
City Ice Co.	1
Cleveland Police Department	3
Clover Leaf Dairy Co.	2
Clyde Line Passenger & Express Co.	7
Coca-Cola Bottling Works Co.	1
John Collins	1
Columbus Transfer Co.	6
Conrad-Baisch-Kroehle Co.	1
Criss Bros.	1
Crystal Spring Water Co.	1
Culmerville Auto Transit Co.	1
Davis Furniture Co.	1
Frank J. Derry	1
Dixon Transfer & Storage Co.	3
Downes Lumber Co.	1
F. B. Dupree	1
Duncan & Goodell	1
East Ohio Gas Co.	1
Eatonville Tacoma Stage Co.	2
Eberhardt-Hays Music Co.	1
Economy Auto Supply Co.	1
Chas. F. Eggers Co.	1
L. E. Elliott	1
Fleming Bros.	1
Flynn-Froelk Co.	1
J. H. Foerster	1
Fort Valley Coca-Cola Bottling Co.	1
Foster & Kleiser Co.	1
Alexander Fowler	1
Fries & Schuele Co.	1
Chas. Gaffney	4
Gazette Printing Co.	1
General Baking Co.	1
Gifford's Express	1
Gimbel Bros.	25
Grand Rapids Lumber Co.	1
Greenfield Transfer Co.	1
Hagan's Taxicab Co.	1
Hale Auto Corporation	1
Hardy Furniture Co.	1
Harris & Mowry Co.	1
J. Clark Helms	1
The Higbee Co.	1
R. A. Hilborn	1
Humptulips Logging Co.	1
Interurban Auto Car Co.	1
I. M. Iralson & Son	1
Kraus Plumbing & Heating Co.	1
Kee & Chapell Dairy Co.	2
P. C. Knowlton Co.	1
Kohlberg Bros.	1
Theodor Kundtz	4
Kussmaul's Express	1
S. Laskau	1
E. Lehnhardt Estate	2
Lexington Dry Goods Co.	1
Los Angeles Gas & Electric Corp.	1
Los Angeles Police Department	1
Walter M. Lowney Co.	1
Madary's Planing Mill, Inc.	6
Malandre Bros.	1
Marathon Auto Drayage Co.	1
May & Co.	1
A. J. McCarty	1
Dorman McFaddin	1
McLaughlin Transfer Co.	1
McMahon Transportation Co.	2
Memphis News-Scimitar	1
Mendham Garage	1
Merchants' Biscuit Co.	1
Mesaba Transportation Co.	1
Michaud Bros., Inc.	3
J. Miske	1
J. E. Monahan	1
Moore-Handley Hardware Co.	1
Timothy Murphy	1
Murta Appleton & Co.	1
Norwood, City of	1
A. J. Norris	1
M. O'Neill Co.	1
Ott Hardware Co.	1
Oxford Dye Works	1
M. I. Passalacqua	1
G. E. Patteson	1
Pearson Paper Box Co.	1
Peninsula Rapid Transit Co.	7
People's Store Co.	1
The Perkinswood Companies	1
Portland Hotel	1
W. E. Prouty	1
Puro Ice Cream Co.	1
Mark Regan & Sons	1
The Reliable	1
W. S. Roe	4
Ryan Fruit Co.	1
San Bernardino Auto Stage Line Co.	1
G. L. Sandusky	1
San Joaquin Baking Co.	1
Scruggs-Vandervoort-Barney Co.	1
Shenberg & Rubinoff	1
Smith Bros. & Burdick	1
Smith-Green Co.	1
Springfield Ice Co.	1
St. Paul Daily News	1
Star Store	1
Sterling & Welch Co.	7
Stevens Hardware Co.	1
Tacoma Taxi & Baggage Transfer	1
Telling-Belle Vernon Co.	2
Titus & Co.	1
J. M. Traxler	1
Tucson, Cornelia & Gila Bend Ry.	1
Tuolumne Lumber Co.	1
Twin City Motor Bus Co.	3
United States Bakery	4
United Transportation Co.	1
Waltham Laundry	2
Watkins Bros., Inc.	1

200,000 300,000 *miles*
WHITE TRUCKS

100,000-150,000 MILES *Each*—Continued

Owner	No. of Trucks	Owner	No. of Trucks	Owner	No. of Trucks
Webb & Hendricks	1	White Hardware Co.	1	C. F. Wing	2
M. Weiland	1	White Motor Transportation Co.	1	Winzeler Undertaking Co.	1
Western Canada Flour Mills Co.	1	White Transit Co.	1	Worcester Baking Co.	1
Western Motor Transfer Co.	1	W. M. Whitney & Co.	3	Zanesville Fruit Co.	1
D. J. Whelan Estate	1				

150,000-200,000 MILES *Each*

Christian Atz	1	A. Graham & Sons	1	Alvin M. Schoenfeld	1
Austin Motor Transportation Co.	1	Chas. E. Harris	1	Schulze Baking Co.	1
Chambersburg Auto Co.	1	Highway Transit Co.	6	Arlington Setzer	1
Clover Leaf Dairy Co.	1	Hunt Mercantile Co.	1	Shepherd & Story	1
Conrad-Baisch-Kroehle Co.	1	Indianapolis Abattoir Co.	1	Shreveport Ice Delivery Co.	2
C. Denecke	1	S. Laskau	2	Smith Bros. Motor Truck Co.	3
Dixon Transfer & Storage Co.	1	Massachusetts Baking Co.	1	Star Baking Co.	1
East Ohio Gas Co.	1	Mesaba Transportation Co.	3	Jas. A. C. Tait & Co.	1
Emerick Bus Line Co.	6	J. Mullany & Co.	1	Telling-Belle Vernon Co.	1
Foley Auto Delivery	1	Ocean County Coal Co.	1	Tooke Bros., Ltd.	1
William Freeman	1	Portland Hotel	1	United Transportation Co.	2
Frevort-Bledsoe Furniture Co.	1	Public Service Auto Co.	1	Western Auto Stage Co.	1
Friends' Hospital	1	G. F. Reed & Son	1	White Rapid Transit Corporation	1
Fries & Schuele Co.	1	Roshek Bros. Co.	1	White Transit Co.	6
Fullington Auto Bus Co.	1	San Bernardino Auto Stage Line Co.	1		

200,000-250,000 MILES *Each*

Armour & Co.	2	Kirchners	1	San Bernardino Auto Stage Line Co.	1
Baum's Home of Flowers, Inc.	1	Madera-Fresno Stage Co.	3	Smith Bros. Motor Truck Co.	1
Geo. M. Cooley Co.	1	Mendham Garage	1	W. P. Southworth Co.	1
Emerick Bus Line Co.	3	Pacific Baking Co.	1	Tri-State Telephone & Telegraph Co.	1
Fowler, Dick & Walker	1	Pacific Brewing & Malting Co.	1	Tuscola Produce Co.	1
Hancock Bros. Fruit Co.	1	Pacific Coast Biscuit Co.	1	Warner & Co.	1
The Higbee Co.	1	E. C. Petrie	1	Westfield Laundry Co.	1
D. C. Huddleston	1	Portage Transportation Co.	1	White Star Bus Co.	1
A. D. Hullett	1	G. F. Reed & Son	1	White Transit Co.	8

250,000-300,000 MILES *Each*

Broadway Taxicab Operating Co.	8	The Higbee Co.	1	Wouter's Laundry	1
H. H. Harbaugh	1				

300,000 MILES AND MORE *Each*

Alexander & Walling	1	Eberhardt-Hays Music Co.	1	Western Auto Stage Co.	4
Columbus Bread Co.	2	Tacoma Transit Co.	4		

THIS list includes only trucks whose records we know of. There are many others. They roll up mileage years after the best ordinary truck is worn out. In the long run, White Trucks involve less investment. Fewer units are required to do the work. They put off the day when new trucks replace them. Operating and maintenance costs are also lowered by the steady volume of performance which makes possible these high mileage records. *White Trucks Are Money Savers.*

THE WHITE COMPANY
CLEVELAND

MORE LIGHT FROM KOREA

(Continued from page 36)

when the police caught some one. No one resisted. The next crowd would probably all be on their knees praying, and the poor police didn't know what to do. Japs have no imagination, and they tore frantically up-hill and down again, only to repeat. Sunday, —— watched a company charge up a hill, wait a little, and go down again. He learned afterward that our friend from China was holding an open-air service and asked the soldiers to join. Not wishing to do so, all they could do was to turn around and march down again. I wish the story could end there, but it doesn't. The police, soldiers, and firemen became Huns in brutality. Absolutely no resistance was given, but after catching a man for shouting 'Three cheers for independence!' they bind him and take him to the police-station, every soldier or policeman passing him giving him a kick or hit with the butt of his gun. The Koreans have no weapons whatever, but the soldiers fire in the crowd, knock bystanders down, and drag girls by their hair, old men and women are beaten until they can not walk. If they desire to be especially cruel they take them to the Japanese independent church, and there, telling them to 'bear their cross,' stretch them out on crosses and beat them twenty-nine times. They go into houses, pulling out those whom they see and take them off for a beating. Fourteen Presbyterian pastors are in prison that we know of, and we don't know how many more. In places where the independent church and political society are strong there has been retaliation to some extent. The soldiers have barred the roads so the wounded can't get to hospital, but have to go back to die. Two of the Methodist Episcopal ladies were hit in the back with the butt of a gun. One of our ladies was knocked off the road. Yesterday one hundred were brought in and two on a car, not dead yet. It has been quiet on the surface for several days. Soldiers and police everywhere, mounted or on bicycles or on foot.

"Last Monday after the demonstrations and the jails were almost full of people, a sudden calm settled over the city. The order for prayer had been given out. There are Scripture readings made out for each day. The Christians are called to pray in their homes three times a day. Sunday is a day of prayer and fasting. . . . .

"A Japanese non-Christian who saw the atrocities said he would protest to the authorities and a Japanese Christian said: 'I am made so sick I can hardly stand,' and another said, 'They are doing to the Christian Koreans as the Turks did to the Armenians.' Conversations on trains, etc., show hatred for Christians. As there would be none without the missionaries, we are watched with suspicion and hatred. Of the little country places where there is no one to protect, dreadful stories are coming in. Several near-by country churches are made practical wrecks, windows, lamps, church bells, and communion-sets broken, all Bibles and hymn-books burned. Any Christians found are tortured as only Huns or Japs can do. Out in some places in the country heathen are given a mark on their clothing. What will happen to those without the mark one may guess from Revelation. It would seem that they are going to make an effort to stamp out Christianity in North Korea. It must be borne in mind that this is done by military officials. We feel sure that the civil authorities if they could get the upper hand in Japan and could run things here that these things would not be permitted. Yet what is to be done is a question. We have kept up this far, but to-day there is a certainty of a direct effort against Christians and all are going to try to get word home to America of the real state of things. Use this as you can for the same purpose. Imprisonment here means unspeakable torture, not just plain confinement within prison walls. This is all I will write now, for our friend from China must carry other letters. . . . . .

"One funny thing: Six police were ordered to turn the hose on the crowd. Four were Koreans, and, throwing off their uniforms and caps, they joined the crowd in their underclothes and cheered."

A letter in *The Seoul Press*, the only paper printed in English in Korea, adds to the pictures of horrors while it absolves the missionaries from participation. Apparently *The Press* had pointed to things that "foreign missionaries can do now," for this letter begins by stating "what foreign missionaries can not do":

"In the first place, altho we appreciate the compliment to our superior influence in 'the particularly advantageous position' which we seem to some to be occupying, nevertheless we are obliged to admit that we are only human, and can not be expected to dissuade any one from doing anything when we do not know what he is planning to do. We knew that something was brewing, the air was electric with it; but when a missionary pastor asked a Korean pastor only a few days before March 1 for some information as to what was going on or what they planned to do, his reply was in substance: 'I would rather not tell you. It will be better for you not to know.' They purposely left us entirely out of their confidence.

"As for trying to put a stop to what has so suddenly and so irresistibly swept over the country—while willingly acknowledging that there are very much wiser ways to do this than the one which has been tried, that of violence and cruel suppression, the foreign missionaries have neither the power nor the right to stay even the Christian people when they feel so deeply and are so determined. They would simply smile at our protests and go on their way to prison and to death. If our 'love seems to be shown too negatively,' it is only because our Government is rightly cautioning us to keep absolutely neutral. If this seems to be a 'lack of moral courage,' let any one who believes so, step into this 'particularly advantageous position' and try it out for one day!

"As for the acts of cruelty, while we have heard very many stories of terrible cruelty out in country places, some of which are verified by the patients and prisoners that we see dragged in day by day, and some of which we can not, of course, verify, as yet, please, however, dismiss from your mind the thought that we are testifying to cruelty because of any stories that we are prone to listen to from our Korean friends. We have witnessed quite enough with our own eyes, on our own property, to satisfy us that the Koreans are about 300 per cent. further away from the Japanese than they were three weeks ago, or than they need ever have been, if the authorities had met their protest in the spirit in which it was given, without arms, in an orderly and yet very serious way.

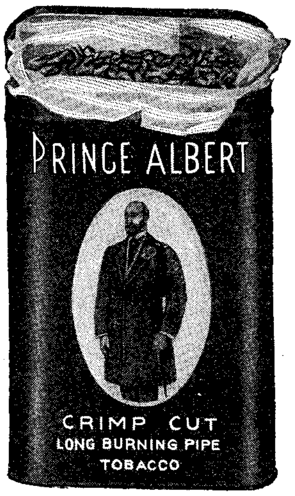
"I myself, tho a woman, and abiding within doors, have seen seven people struck down, one of them a woman, have heard the shots fired on a crowd of women who had neither a stick nor a stone in their hands, nor were they using their hands to do any violence, simply raising them to cheer. I have seen six people beaten and kicked, two of them cruelly beaten after their hands were tied. I have seen one hundred prisoners brought in from the country at one time, twenty at another and among these were young boys in their early teens, and old bent-over men walking with canes. Two bodies were prostrate on an ox-cart, apparently more dead than alive. I have seen a soldier throw stones after a crowd of fleeing people as if they were dogs, and again I have seen them charge upon men, women, and children with bayonets drawn. Of course, people who were out on the street have seen things more horrible than I, but I have seen enough, and my little children have seen enough, never to be able to put it out of our minds.

"As for missionaries not wishing to 'run the risk of losing their popularity,' . . 'Popularity' is the last thing which a missionary hopes for, expects, or usually gets. When a man becomes a Christian and studies his Bible, he there learns, if he has not already done so by observation, that the Christian must always expect to be unpopular and persecuted in this world by the very nature of his profession, for Christianity is light and never will this world take kindly to the idea of having its evil deeds exposed. Most of all is the foreign missionary taught to expect anything, but 'popularity.' The first missionaries who came to Korea were stoned by the Koreans. . . . Did that 'risk of their popularity' daunt them? Some of them are still on the field after twenty or thirty, years of 'loss of popularity' from one quarter or another. Those of us who came later and so missed any persecution from the Koreans are not left in any doubt as to whether we are 'popular' with the editors of most of the papers in Japan, and probably a goodly number of their readers No, loss of popularity is not what we fear. Our Master when on earth was popular with only a small group of people, and 'is the servant above his Lord?'

"Moreover, we should not be able to do anything 'to help them out of the difficulties into which they have fallen,' without running the risk of being at least misunderstood by the military authorities. In Fusan, two foreign missionaries seeing the school-girls in their charge going down the street, ran out and tried to turn them back Were they commended for 'endeavoring to get them to retrace the erring steps they had taken?' They were told that they lied, that they were inciting the girls, and were kept in the police-station, two nights and a day. Surely, we are compelled to admit that it would take a high degree of 'moral courage' for those missionary teachers to attempt again to dissuade their pupils from 'empty demonstrations.' While this demonstration may seem to some to be so 'empty' a bubble that it can be pricked with the point of a bayonet, I doubt if there is a single missionary who feels that any word of his would have any weight to stay the mighty tide of feeling that has swept over the country, and which has been so greatly augmented by the way it has been resisted, that even those who have been most optimistic about the ultimate cementing of the friendship between the two peoples are now in despair."

PRINCE ALBERT

the national joy smoke



PEACE for jimmy pipe smokers was settled for all time by Prince Albert—tobacco that soft-pedals any smokekick you or any other man has in stock; tobacco that tips you to dig-deep-into-the-cushions and p-p-p-puff away in the swellest-swim-of-smokesunshine that ever did flow your direction!

Real Tobacco Quality—that's Prince Albert's basis for negotiations! And, it has won in every civilized language, just as it will win you! Quality *plus* freedom from bite and parch which are cut out by our exclusive patented process.

Ship your smokegrouch to the back bushes and play the smokegame *with both hands* in the Prince Albert Jimmy Pipe League! Talk about batting out high figures! Why, your smokeaverage will get such a hunch you'll be hustling for championship honors before the sun's up!

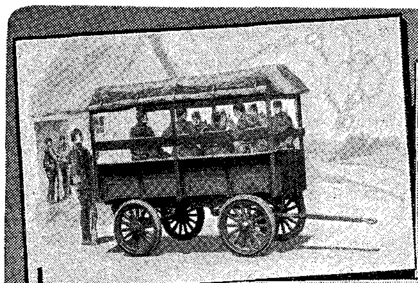
Get into action while the season's young! Don't slip another hour! For, what P. A. will hand you will make you wish you could get lost in a long ton of Prince Albert—*it tastes so good, it smells so good, it IS so good!*

Never was such a peck-of-pleasure rambling your way!

WHEREVER your baggage is checked to, there you'll find awaiting your howdy-do, toppy red bags, tidy red tins, handsome pound and half pound tin humidors—and—that classy practical pound crystal glass humidor with sponge moistener top that keeps the tobacco in such perfect condition.

R. J. Reynolds Tobacco Co.
Winston-Salem, N. C.

Copyright 1919 by
R. J. Reynolds Tobacco Co.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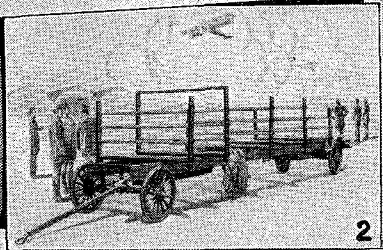
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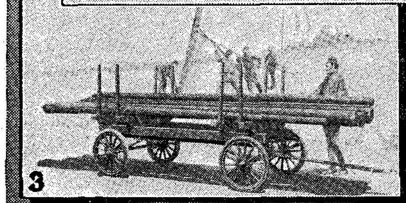
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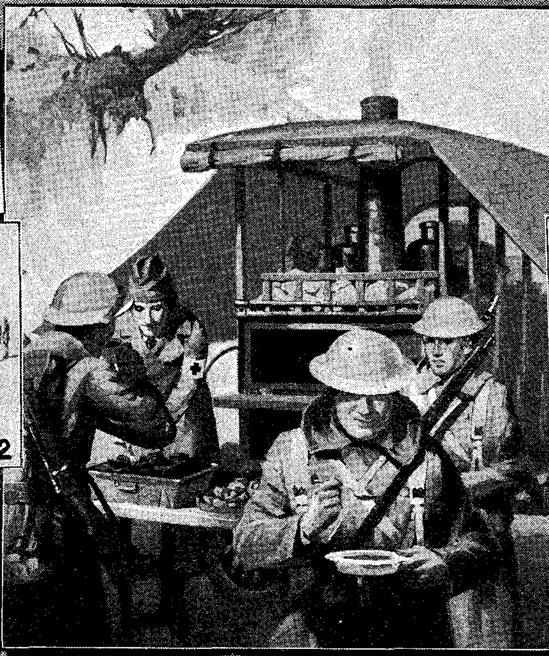
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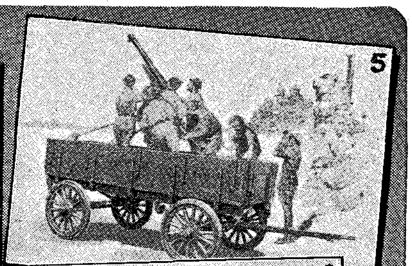
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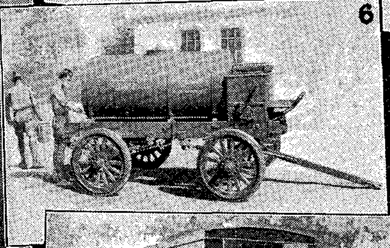
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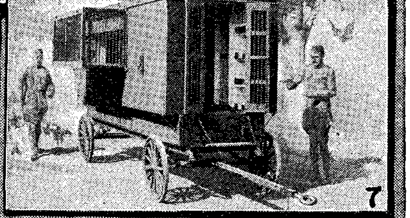

7

Trailmobile

TRADE MARK REG. U. S. PATENT OFFICE

EVERY ONE of 10,000 MADE GOOD

OVER 10,000 standard Trailmobiles served the American Army during the war in a great variety of ways—to the entire satisfaction of the military engineers.

They were used as escort vehicles (1) seating up to 20 men; as aeroplane carriers (2); to carry signal corps poles (3); they were fitted out as mobile kitchens (4); anti-aircraft rapid fire guns were mounted on them to protect ammunition trains (5); as tank carriers they transported water to the front line trenches (6); they carried pigeon lofts (7) and served many other purposes. (The numerals refer to the pictures in the group above.)

This use of Trailmobiles on a large scale by the army proved the great value of the Trailmobile principle under the most varied conditions of service. It proved the mechanical correctness and rugged construction of the Trailmobile, and its ability to stand up under heavy loads drawn at high speeds over all kinds of roads. It put the Trailmobile to tests every day equal to several days' commercial service.

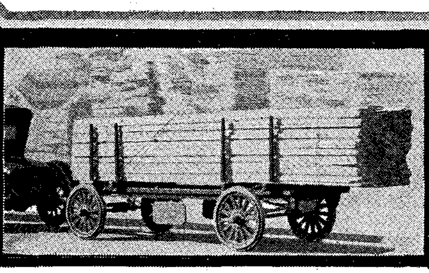
Trailmobiles are in use in the widest variety of civilian businesses. They are cutting hauling costs almost in half for lumber dealers, contractors, farmers, manufacturers, hauling companies and wholesalers. They are used in city, country and long-trip city-to-city hauling. A large number of users declare that the earnings of the Trailmobile on the investment are the largest of any hauling equipment they ever owned.

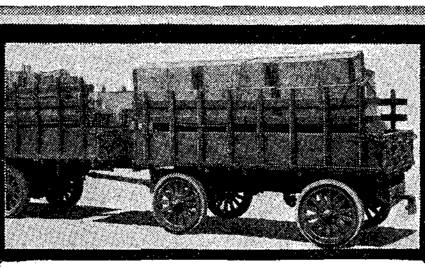
Trailmobiles double the capacity of trucks and add only about 12½ per cent to operating cost. They are inexpensive and so simple that practically no maintenance and repair expense is incurred. They follow the truck accurately. Tire expense is very low. The line is complete—including trailers of all types and sizes for all purposes.

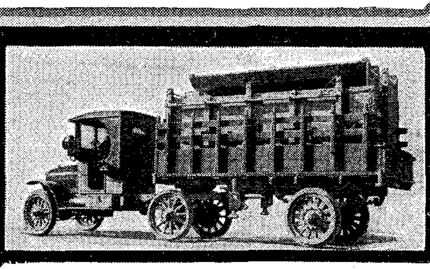
Write for booklet, "Economy in Hauling", and for folder, "The Trailmobile in the World War".

The Trailmobile Company 517-537 E. Fifth Street Cincinnati, Ohio

Good roads are preserved by reducing the load carried on each wheel.


DIVISION No. 1. Light four-wheeled Trailmobiles for use with passenger cars or light trucks; 1,250 lbs., ¾ ton and 1 ton.


DIVISION No. 2. Heavy-duty four-wheeled Trailmobiles for use with trucks; 1½ tons, Non-reversible; 2 tons, 3½ tons and 5 tons, Reversible.


DIVISION No. 3. Trailmobile Semi-trailers; 1 ton, 2 tons, 3 tons, 5 tons and 7 tons.

LETTONIA

(*Continued from page 40*)

of a native vitality and independence of spirit and intelligence, the Letts have survived. Since the abolition of serfdom in Russia in 1860, we are told, the Letts leapt forward in the **stride of civilization** and soon achieved a notable advance in educational and economic fields. By sustained effort they have succeeded during this latter period in recovering from their Baltic overlords at least half the landed properties of Courland. In this province the Letts constitute the majority of the farming population. In the cities, especially in Riga, the metropolis, they are in a large majority as inhabitants. Gradually, we read, there came into being a proportion of wealthy and cultured **middle class,** which was constantly augmented by intellectuals or *intelligentsia,* from the universities. Many of these occupied positions of trust in the former Russian Government.

SOCIALISM AMONG THE LETTS—It must be remembered that the preponderance of political ideas among the Letts gravitates toward extreme socialism. The obvious joint causes are first, the reaction against Teutonic feudalism; and, secondly, reaction against Czarist officialdom. The **socialism of the Letts** is not international, but, on the contrary, national to a high degree. The Letts have an ardent and profound love of country, we are advised, and their socialistic convictions are not vitiated with the internationalism of Bolshevik Russia. The socialism of the Letts is "eminently constructive and emancipatory," while that of the Bolsheviki remains chiefly destructive and negative.

HOW SOME LETTS WERE SNARED BY THE BOLSHEVIKI—From the beginning of the war, we read in the memorandum of the Swiss Committee, the Letts anticipated a **social transformation** in Russia and took as their motto the following, "Free Lettonia United to Free Russia." Spontaneously they organized regiments of volunteer soldiers. Of their young men more than 20,000 took up arms against Germany. And it was no easy matter for them to secure from the distrustful Czarist Government permission to fight side by side with the Russian Army in defense of Courland. To quote their heroic expression, they "laid their heads on the frontier" of their country, Lettonia. But altho the Russian Government accepted their ready offer of cooperation, it compelled the Lettish peasants to **burn and destroy** with their own hands their prosperous farms and to seek abode in the highways and byways of Russia. About 800,000 of these Lettish peasants are still astray without a country, without shelter, and without food.

RUSSIA'S FURTHER TREACHERY—The Czarist Government in a very scientific manner allowed the Lett volunteer regiments to be annihilated by the German armies. The Letts received orders toward the end of December, 1916, to break through the German front, near Skangel, in Courland. The Russian Army was to close in upon the breach. The Russian Army did not appear, but the Russian general in command had specious explanations to offer. The Lettish regiments were surrounded by German armies and were **practically exterminated.** The minority of survivors were not lightly imprest by this event, so that later, when revolution burst forth in Russia, the Lettish people made an appeal first to Miliukoff, then to Kerensky, for recognition as an autonomous government. These appeals were acknowledged by an "indifferent and contemptuous silence."

WHAT THE CONSEQUENCE WAS—These young soldiers could not return to devastated Courland, which was occupied by German armies, reenforced by German colonists, who followed in the wake of the armies. So, naturally enough, they were deluded by **Bolshevik agents,** who said to them: "Drop all your nationalistic ideas and take up the great cause of revolution. You will be the advance-guard of the revolutionary army that is to invade Germany." That is how Bolshevistic notions came to be propagated among the Letts. But it must be pointed out also that these Lettish regiments constituted only a minor proportion of the whole Lettish people properly so-called. Moreover, it was not long before the Lettish troops brigaded by Bolshevik agents **refused to fight** against the Allies.

LETTONIA'S CLAIMS AT THE PEACE CONFERENCE—As presented by the Swiss Committee on the Problem of Lettonia, the claims of the Letts may be summarized as follows:

(1) The Letts demand recognition as a nation and the right of self-determination even as the Lithuanians, the Esthonians, and the Finns. They seek absolute independence and admission into the **League of Nations.**

(2) It is necessary that they receive material aid, and that the hundreds of thousands of Letts now refugees on the highways of Russia be repatriated in Courland and Lettonia. Lettonia's economic and social structure must be restored.

(3) It is hoped that they may be enabled to establish economic and political relations with their neighbors in Lithuania and Esthonia so that the peoples of these **three countries form in one** "a barrier before Russia against Teutonic invasion and a bond between Russia and the western democracies."

CONDITIONS OF SUCH A DEVELOPMENT—In order that Lettonia may be the keystone of this suggested **arch of nations,** we read, it is absolutely necessary that her political independence be guaranteed. If it is not assured, her very existence will be imperiled, and she is destined to disappear as a nation between the upper and nether millstone of Teutonic and Russian oppression. But if her independence is made safe an **era of great progress** is predicted for Lettonia.

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The largest and oldest organization in the world devoted to the manufacture of wrought steel hardware

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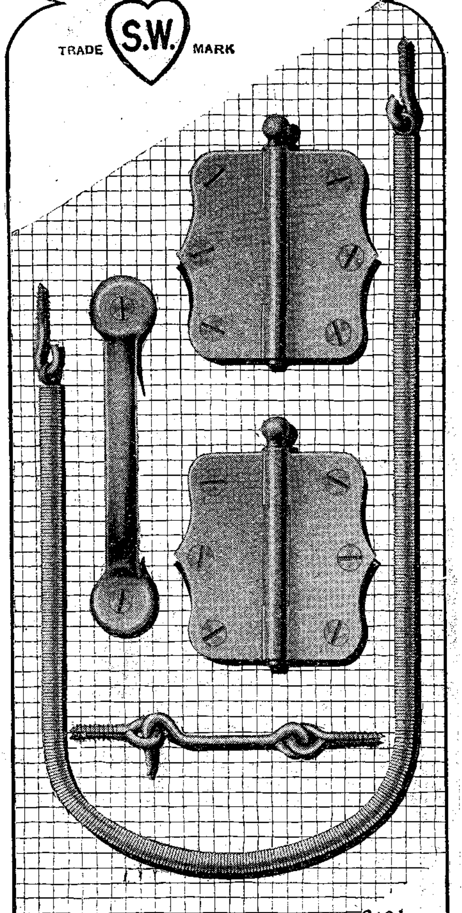

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Any Spring will give out in time, but the spring in this set lasts several seasons and when it does lose its "pep" you have only the spring to replace.

The hinges are strong and good looking. Their pins are easily removed. The pull is neat and roomy. You can lock the screen with the hook and eye and leave the other door open.

These sets come finished in heavy black japan or plated old antique copper or dull brass—packed in a box with all necessary screws.

Hardware dealers everywhere carry Stanley screen door sets. Other items of screen door and window hardware are described in our booklet L D1, which will be sent you on request.

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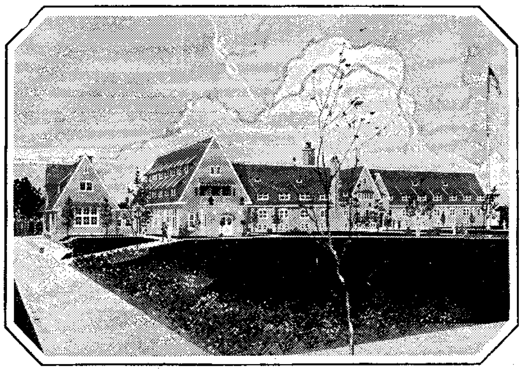

The American Club of Kohler

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Also MEANS AN INSTITUTION

Kohler, Wisconsin, is more than the home of the great Kohler factory, more than a community of workers expert in the making of enameled plumbing ware; it is the birthplace and site of an institution that is American to its very core.

The American Club of Kohler is dedicated to the use of the Kohler community and the Kohler people. Here is fostered good fellowship and good-citizenship.

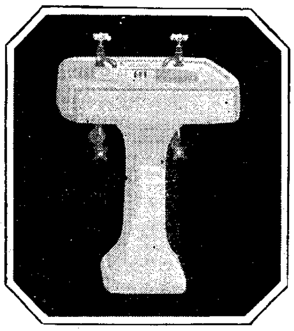
It is largely to this community spirit that Kohler owes its leadership and its splendid product—quality-guaranteed by the name KOHLER inconspicuously glazed into the enamel.

Send for the Kohler book—a guide to beautiful, durable, dependable plumbing ware.

KOHLER OF KOHLER

Kohler Co., Kohler, Wisconsin
Shipping Point, Sheboygan, Wis.

AND TWELVE AMERICAN BRANCHES



MANUFACTURERS OF ENAMELED PLUMBING WARE

SCIENCE AND INVENTION

Continued

WHEN FUEL GIVES OUT

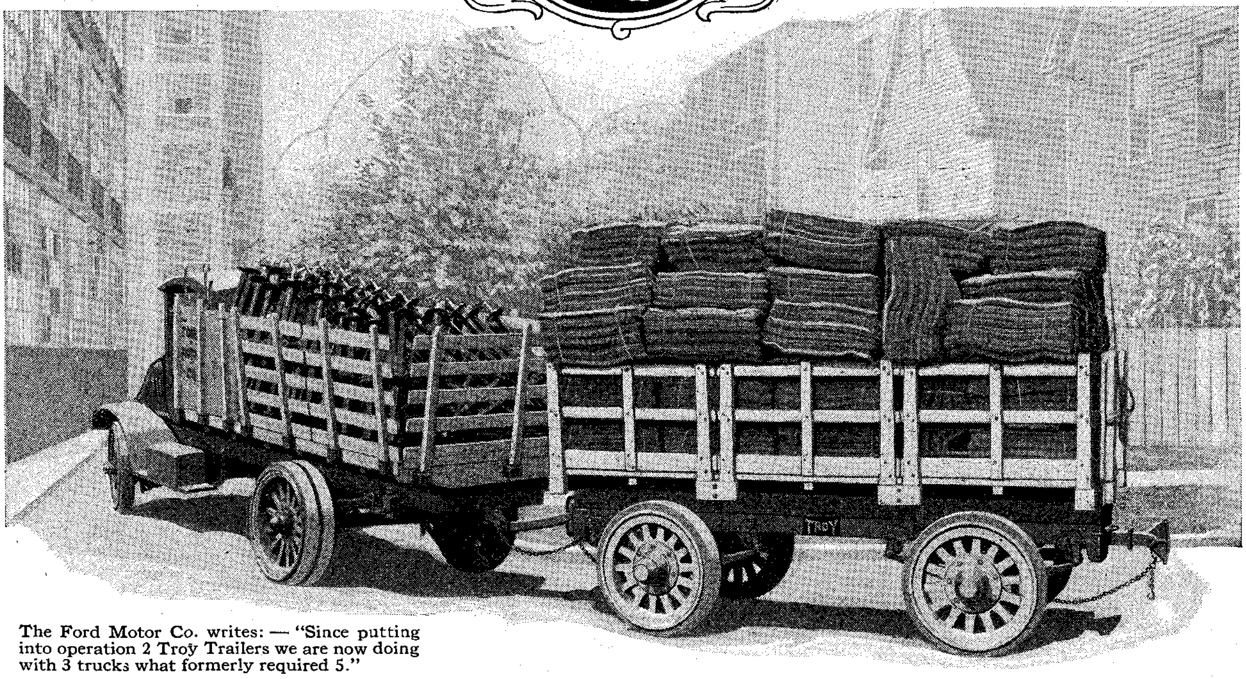
WHAT will happen to the human race when it has no more fuel? Authorities differ about the stock of coal and oil that remains for our use, but E. T. Brondsdon, writing in *The Electrical Experimenter* (New York, May), has come to the decidedly pessimistic conclusion that we will surely be out of both forever at the conclusion of the present century, provided our present rate of consumption is neither raised nor lowered. Since we have no assurance that the rate of increase of consumption will not keep on, Mr. Brondsdon believes that the year 1975 will see coal and oil so scarce that only millionaires can afford them. Coal, he thinks, may then be $500 a ton and crude oil $25 a gallon. He goes on:

"Rising prices and increasing scarcity surely will drive us to other fuels. Alcohol has been cited as a probability, mainly because it can be produced anywhere crops are grown. The truth of this matter is that if the fuel requirements of the world were to be supplied by the world's crops there would be no crops left to feed the world's inhabitants.

"The final summation simply is that when coal and oil both give out we will have an era of substitutes beside which the war-bread of the past year will be heavenly. We will scratch around, burn up all our forests, dig our peat-bogs to the bottom, and do what we can to find other substances to supply the deficiency. All the substitutes will be costly, both from point of view of actual price and in point of efficiency. Those who can not afford to use them will simply have to move toward the equator or freeze to death.

"Radium is the one direct answer to the problem raised by this situation. True, it exists only in minute quantities in the earth's crust. True, under our present system of extraction it costs prohibitively. Still, it is the only logical answer.

"Why? While radium is present only in proportions of from one to three grains per ton in the outer thirty miles of the earth's crust—excluding the oceans, of course, in which there is only a trace—there is sufficient of it in the upper two miles of crust to supply all possible power-wants of man. The fact that it now costs us over a half-million dollars a pound to extract it is no argument. The scientific brains of the world never has been focused on the problem of securing radium. Only the inventive skill of a small number of people has been concerned with the processes of mining and extracting any kind of precious metal. With only a few dozen laboratories in the world knowing anything whatever about radium, the cost of securing the metal has been cut in half in the last four years. In the event that radium showed itself to be the only salvation for men outside of the equatorial zone, would not this cost be slaughtered? Would not radium be extracted by the ton instead of by the milligram? When it is considered that by the extraction of all the radium in a belt of land ten miles wide by three miles deep, extending around the earth, sufficient of the metal would be secured to run civilization just as it stands until eternity, without



The Ford Motor Co. writes: — "Since putting into operation 2 Troy Trailers we are now doing with 3 trucks what formerly required 5."

Many a truck which shows excessive operating costs, becomes a profitable investment by putting behind it a Troy Trailer—

A Troy Trailer will double your truck's "loading space" at a cost of only one-third the price of a new truck.

Therefore, your truck's daily working hours are DOUBLED.

This means cutting both delivery *time* and hauling *costs* practically right *in half.*

The average "per-ton-mile" cost of a 5-ton truck (25 mile daily schedule) is $0.148.

The "per-ton-mile" cost of a 5-ton Troy Trailer (behind that same truck) is only $0.064.

(Return loads would reduce these costs about one-half.)

Concerns are not buying 5-ton trucks because they *sometimes* have a 5-ton load to haul—their *average* loads being 2 to 3 tons—they buy only a 3-ton truck, and use a Troy Trailer to take care of their excess loads.

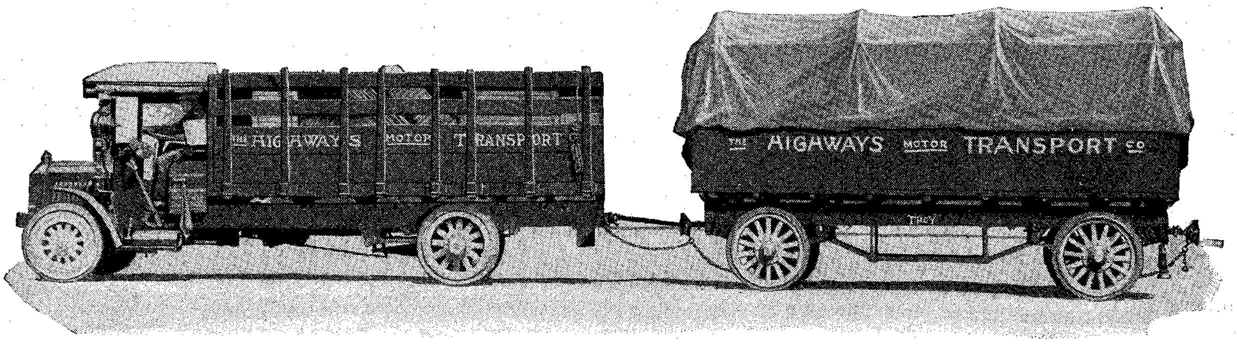
They have found it cheaper to let a Troy Trailer (with no power plant to get out of order) lay idle for one or two days a week, where necessary, than it is to run a 5-ton truck *half empty* most of the time.

You don't have to prove this—hundreds of concerns in all lines of business have already proved it—are proving it daily—*for you.*

Send for booklet "Some Users" of Troy Trailers—from single-truck users to fleet operators.

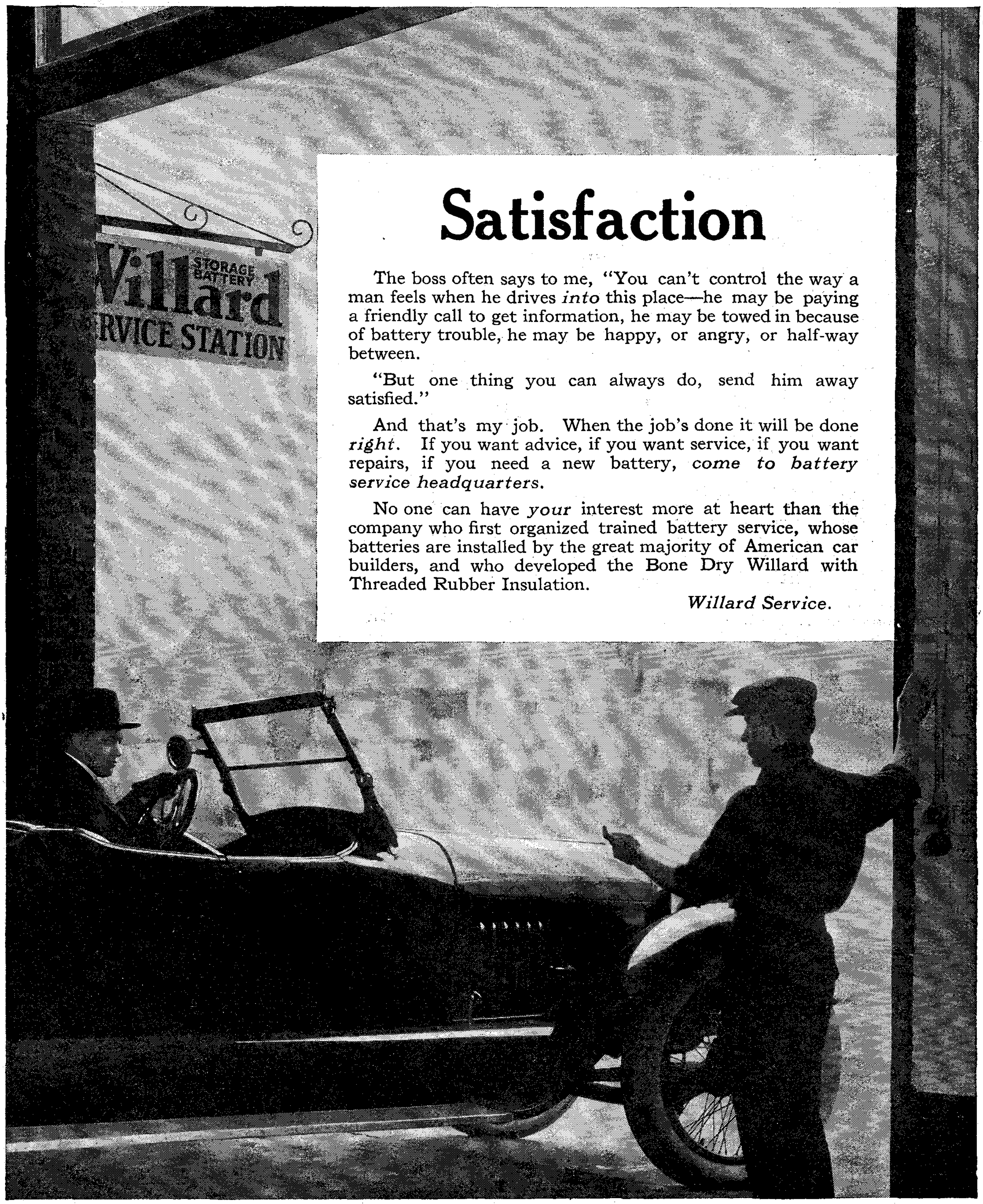
The Troy Wagon Wks. Co., Troy, O.
Oldest and largest makers of Trailers, making possible highest grade construction at lowest cost.

Troy Trailers



Willard STORAGE BATTERY

Willard Threaded Rubber Insulation



Satisfaction

The boss often says to me, "You can't control the way a man feels when he drives *into* this place—he may be paying a friendly call to get information, he may be towed in because of battery trouble, he may be happy, or angry, or half-way between.

"But one thing you can always do, send him away satisfied."

And that's my job. When the job's done it will be done *right*. If you want advice, if you want service, if you want repairs, if you need a new battery, *come to battery service headquarters.*

No one can have *your* interest more at heart than the company who first organized trained battery service, whose batteries are installed by the great majority of American car builders, and who developed the Bone Dry Willard with Threaded Rubber Insulation.

Willard Service.

further outlay for power of any kind, does this seem impossible? It would be an undertaking for centuries, undoubtedly, but what of it? There would be little or no depreciation in the metal secured year by year, and every tiny particle mined and extracted would do away with the necessity for just so much other fuel. In case the project were started under government or other competent supervision, the probability would be strong that the descending price curve of radium would cross the rising cost curve of other fuels in the course of from fifty to one hundred years.

The only alternative to this somewhat desperate plan seems to Mr. Brondsdon to be the piping of steam and hot air from the earth's interior. On a small scale this has been done already in Italy, but being of a gloomy temperament, he fears that serious disturbances, earthquakes, cracking of the crust, and other disasters might follow the experiment of trying this on a large scale. He says:

"The trouble mainly would be caused by the sudden cooling of certain portions while the other parts remained in a molten state. The great catastrophe of a tremendous crack appearing in the middle of the Pacific Ocean, with the resultant clouds of live steam and poison gas covering the earth and killing all animal and vegetable life, would be the great *débâcle* most to be dreaded. Taking all into consideration, radium seems like the best and safest possibility.

"One strange possibility which has an equally queer parallel in the case of radium extraction on a large scale is the quick doom which would face the earth if men piped all their heat from the earth's interior. Providing millions of these vents for power uses on all continents would cool the iron center of the earth speedily.

"Under the present scheme of things, Professor Maurier estimates that the earth will cool to the temperature of the moon (−110 degrees Centigrade) in twenty-eight million years. Human life as we know it will have been extinct, in all probability, for twelve or thirteen million years of this term, unless man finds some material in which to clothe himself through which body heat can not pass, and grows his crops in huge heat-insulated greenhouses.

"If the vents were opened, however, the heat of the earth's center would flood the atmosphere, even if used as economically as possible. It would rise to the outer edges of our air, coming into contact with the bleak (absolute zero) temperatures of the void, and cooling. Instead of the gradual change extending over millions of years, man would be confronted by a situation to which he probably could not adapt himself. The end of the world would come in ten thousand, yes, perhaps in five thousand years.

"Even if the radium power system were inaugurated, something similar might take place, tho by no means as suddenly. Radium apparently was placed in the earth's crust for one particular purpose. That was to keep the earth from cooling off quickly.

"We have seen that twenty pounds of radium would equal nine tons of anthracite in a year's time. The amount of radium in the thirty-mile crust of the earth, according to Prof. Henri Becquerel, of the French Academy, is sufficient almost to equalize the daily loss of heat through the atmosphere! That means that if there were a little more radium in the earth this planet never would cool off at all! Also it means that if the earth were of the same consistency all the way through, and not mostly molten iron or steel, the amount of radium being of the same proportion as at the surface, the globe would get hotter constantly. In the course of a few decades or centuries it would burst into flames and burn to a cinder.

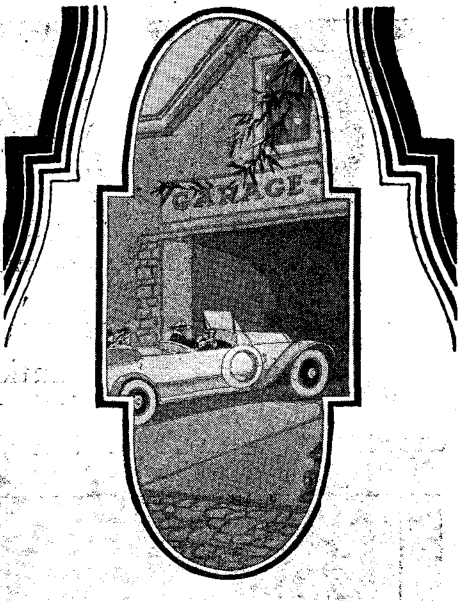
"The big point for us to grasp, however, lies in the fact that we are living now on earth solely because the crust contains radium. If this had not been the case the earth would have become cold and dead eons ago. If man, for any reason, becomes so grasping or in such dire necessity that he extracts all of the radium from the crust, he simply will be limiting his chances of a long stay very definitely.

"This, however, is a remote possibility. The radium is scattered through the whole crust to an average depth of thirty miles. Below this there is a highly heated tho solid zone in which there probably is a certain amount of radium. This zone extends eighty miles in depth, and below it is molten iron, the core of the earth. Man will have his hands full extracting the radium from the upper two or three miles of the crust. Since this will give him all he ever can need, unless the demands of future civilization grow much faster than any of our estimates figure, he would not touch the greater portion."

ENGINEERING AND BUSINESS MISUNDERSTANDINGS

THE business man and the engineer do not speak the same language. They can not understand each other, and neither knows what the other is talking about. Hence, says J. T. Beard, Jr., writing in *Power Plant Engineering* (Chicago, May 1), "the engineer makes recommendations in his own language, and the business man vetoes them in his native tongue." The business man thinks in unit cost of production and the engineer in horse-power and thermal units. This promotes delay, ill-feeling, and distrust, where there should be progress, team-work, and respect. What is needed, Mr. Beard says, is that each should take pains to study the other's view-point and learn his "language." What he means he illustrates, first of all, by a concrete instance—the power plant of a factory, which, he says, is frequently a neglected department of the organization. Usually it is left to its own resources to work out its own salvation. When an emergency occurs, however, and the steam fails, the mill is down and the men are idle. Production stops and something must be done to start the wheels. Writes Mr. Beard:

"Under such circumstances it is not unusual to doctor the symptom instead of the disease. The trouble is patched up in the quickest way possible and the machinery again begins to grind out the product. Such a procedure is natural and logical, provided the real trouble is hunted down



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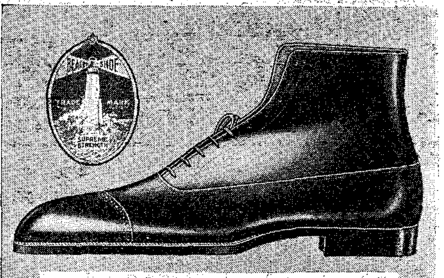


BEACON
THERE ARE NO BETTER
SHOES
FOR FIT FOR STYLE FOR WEAR
F. M. Hoyt Shoe Company, Makers, Manchester, New Hampshire

NEW ORLEANS

SUPREMACY IN WORLD TRADE!—in this period of international commercial revolution there is magical inspiration in those four words. They are a challenge to the courage and enterprise and patriotism of American business—a challenge that will be answered by our expeditionary forces of trade, armed with American-made goods, making peaceful invasion of all the world's markets.

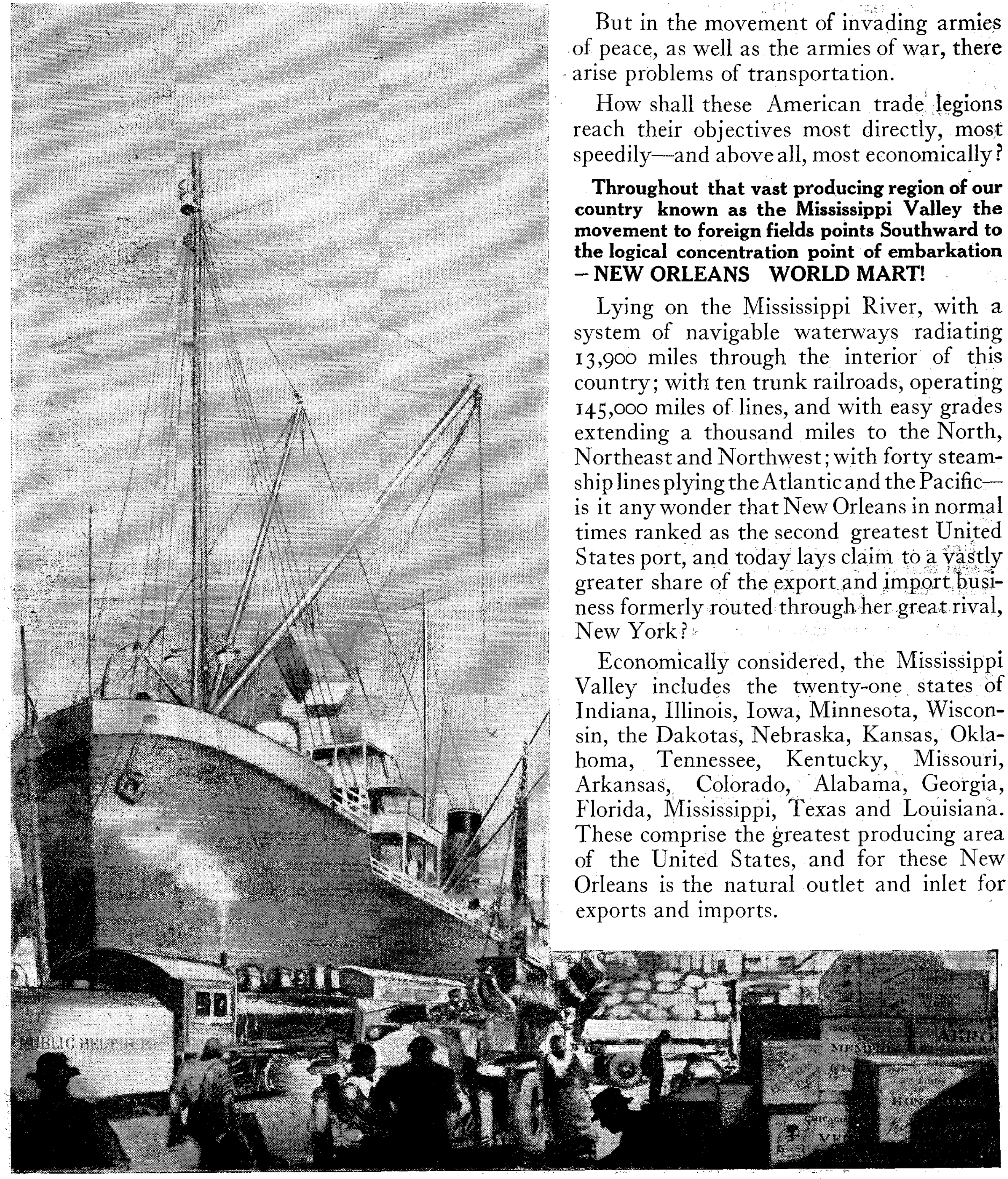
But in the movement of invading armies of peace, as well as the armies of war, there arise problems of transportation.

How shall these American trade legions reach their objectives most directly, most speedily—and above all, most economically?

Throughout that vast producing region of our country known as the Mississippi Valley the movement to foreign fields points Southward to the logical concentration point of embarkation – NEW ORLEANS WORLD MART!

Lying on the Mississippi River, with a system of navigable waterways radiating 13,900 miles through the interior of this country; with ten trunk railroads, operating 145,000 miles of lines, and with easy grades extending a thousand miles to the North, Northeast and Northwest; with forty steamship lines plying the Atlantic and the Pacific—is it any wonder that New Orleans in normal times ranked as the second greatest United States port, and today lays claim to a vastly greater share of the export and import business formerly routed through her great rival, New York?

Economically considered, the Mississippi Valley includes the twenty-one states of Indiana, Illinois, Iowa, Minnesota, Wisconsin, the Dakotas, Nebraska, Kansas, Oklahoma, Tennessee, Kentucky, Missouri, Arkansas, Colorado, Alabama, Georgia, Florida, Mississippi, Texas and Louisiana. These comprise the greatest producing area of the United States, and for these New Orleans is the natural outlet and inlet for exports and imports.


PUBLIC BELT R.R.

-WORLD MART

New Orleans is much nearer than New York to every port in the "American Mediterranean," comprised in the vast expanse of mainland and island lying between Florida and South America, as well as much nearer than New York to every port on the west coast of South America via the Panama Canal, Africa and Oceana, Yokohama, Hong-Kong, Manila and Singapore.

In the development of our export trade no foreign fields offer greater promise than do those of Latin America. New York is nearer than New Orleans to but three of the countries on that great consuming continent—Brazil, Argentina and Venezuela; and that advantage in nautical miles is more than offset in most instances by the shorter and easier rail haul from Mississippi Valley points to New Orleans.

New Orleans has long been a central world market for cotton, sugar, coffee, fruits and a great variety of other commodities, home and foreign grown. Consider further that of the varied natural resources, many of vast extent, in the immediate trade territory of New Orleans, not one, with the exception of lumber, has reached anything like maximum development, and the greatest number have scarcely been touched. Sulphur, salt, oil, gas, iron, coal, raw agricultural lands, marble, phosphate rock, potash, silica, bauxite, kaolin and china clays, sea foods,—are here in great quantities, awaiting fullest utilization.

Between 1911 and 1918 the foreign trade of New Orleans almost doubled, and that in spite of greatly restricted ocean traffic during the World War and the fact that the National Government concentrated shipping at northern Atlantic and Pacific ports so that overseas travel might be confined to a few guarded lanes. New Orleans combined imports and exports for the fiscal year ending June 30, 1911, were, according to the Department of Commerce, $239,557,588.00. The total for the fiscal year ending June 30, 1918, was $418,536,295.00. There was, of course, an increase in commodity values, but the volume of business increased enormously as well.

The business of the Mississippi Valley—American business—is urged to carefully consider its own best interests in embarking on this new era of greater and more profitable foreign trade. And when these interests are determined there will stand out, dominant among the great seaports of concentration and distribution—

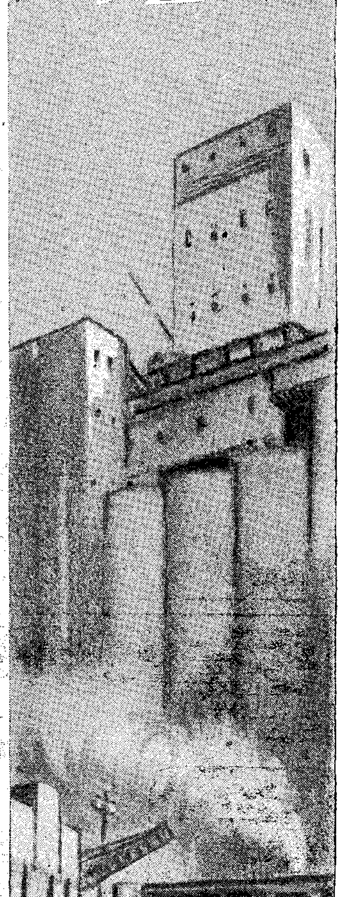
NEW ORLEANS—WORLD MART!

Martin Behrman

Mayor of New Orleans, City Hall

The 1919 meeting of the Associated Advertising Clubs of the World—the first great international educational business congress following Victory—will be in New Orleans September 21-25.

(This is the Fourth of a series of advertisements Copyright 1919 by Ferry-Hanly Advertising Company, New Orleans-Kansas City.)



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EDWARDS
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WE ARE advertising in *Literary Digest* because we know it reaches exactly the men of influence who should be interested in the fine work we do, who, also, use only the kinds of publicity which will give them their desired prestige and that reach their logical business prospects.

Our interest is this: do you use stationery and direct mail matter in keeping with your business aims and ambitions? do you appreciate their importance? can you see the advantage of these things being done by a house of individuality?

The Edwards Company
Steel and Copper Plate Engravers and Lithographers
Youngstown, Ohio
Merit Medal, London Graphic Arts Exhibition, 1914
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Does The Work Of Ten Men

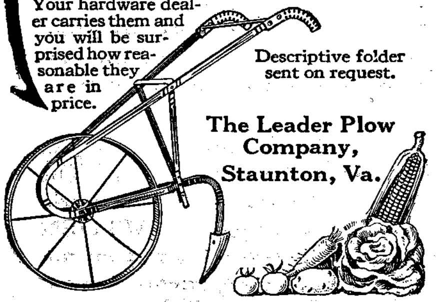
The large wheel and "double curve" elevate the draft of this garden plow and make it easier to operate than any other hand tool on the market. With the several interchangeable tools you can plow, open furrows, cover them, and cultivate quicker and better than ten men could with spade and hoe.

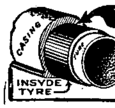
The Leader Garden Plow

is readily adjusted for children—just the thing for families where everyone helps in the garden. Your hardware dealer carries them and you will be surprised how reasonable they are in price.

Descriptive folder sent on request.

The Leader Plow Company, Staunton, Va.





INSYDE TYRES Inner Armor
for Auto Tires. Double mileage, prevent blowouts and punctures. Easily applied in any tire. Used over and over in several tires. Thousands sold. Details free. Agents wanted.
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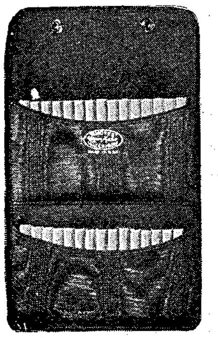
"Smokes"
WATERPROOF CIGARETTE CASE
HOLDS THIRTY

Cotton 50c. Silk $1.00



THE perfect container for a full day's smokes. Rubberized to keep cigarettes from drying or spilling.

Light, compact; fits pocket. Ideal for any smoker; great for motorists, golfers, campers, fishermen, etc.

Sold at Haberdashers, Sporting Goods, Cigar and Drug Stores:—Or direct from makers upon receipt of price.

CROWN SUSPENDER CO., 830 Broadway, N. Y.

SCIENCE AND INVENTION

Continued

and corrected at the same time. The chief engineer no doubt asks for an appropriation to put the boiler-room into proper shape. No doubt he meets with little or no success. At the same time he is expected to keep the mill running. In the majority of cases, therefore, the matter is dropt and forgotten until there is trouble again, and then the process is repeated.

"It requires no argument to show that such methods do not conform with sound engineering principles. Engineering is, moreover, a combination in varying proportions of business, common sense, and a knowledge of certain natural laws. It is evident, therefore, that engineering and business are closely related, and that if a proposition is unsound from an engineering standpoint it is also unlikely to stand the acid test of the requirements of good business.

"One of the hardest tasks of the engineer, however, is to convince the business man of this very fact. Usually the trouble lies in the fact that the engineer is not broad enough to see the business as well as the engineering angle of the problem. It is obvious, of course, that if the engineer himself can not see it clearly he can not explain it to another, least of all to a man who is more or less ignorant of anything but dollars and cents. It is quite natural and logical for the business man to shy at the engineer's recommendations, especially when they involve the outlay of considerable money. Perhaps he has previously followed some quack engineering advice and was badly taken in.

"There are many cases of this sort, and a larger percentage of them arise because the business man has turned a listening ear to some prosperous salesman who was more of an orator than an engineer."

Mr. Beard illustrates again by a case where manufacturers wanted to get more work out of their plant, and proposed to put in a new boiler at $10,000. The engineers wanted to build a new stack instead, at $15,000. They finally won out, but it was by talking unit costs, not scientific units. The engineers were able to show that by spending the larger amount they would be getting added horse-power at $11.50 per, whereas, the smaller expenditure would bring them a less addition at $40 per horse-power. Says the writer:

"These men knew very little about available drafts, draft losses, or inches of water. As a matter of fact, they were not interested in a theoretical discussion of combustion rates. But they were vitally interested in getting out their product for a minimum cost. They were also interested in anything to avoid shut-downs and to increase production. And when they bought material they were interested in getting the material for the least unit cost. You can talk with these men along these lines all night and they will listen interestedly. They understand you......

"When the problem was put up to the business men on the basis of unit costs they could understand that a new stack was giving them the equivalent of nearly four new boilers. They didn't care so much for the engineering niceties connected with the deal. They saw they were making a good buy. That was enough.

"The engineer to-day is continually thrown into intimate contact with the business man, and it is up to him to learn the business language. Every engineering problem has its business angle. The success of a manufacturing enterprise may depend upon the way in which its engineering problems are solved. But if these engineering problems lose out by default simply because the engineer has been unable to present them clearly to the business man, then the solution has been in vain. It is the duty of the engineer not only to solve these problems, but to be able to present them to the business man in such a way that he will see equally clearly the importance of the problem and the accuracy of the solution."

A NEW MIXED GAS FOR WELDING

THE use of a high-temperature flame for welding and cutting has become very important in the industries, since it has become possible to employ in this way gases not too difficult nor too expensive to manufacture. The form of blowpipe in which acetylene or some similar gas is burned with oxygen is now a favorite device for producing a local temperature that will soften or melt steel. In *The American Machinist* (New York, May 8) the managing editor, Ethan Viall, describes a new mixed gas, "thermalene," invented in Switzerland for use in this way. Mr. Viall's article is part of a forthcoming book by him on "Welding and Cutting." Thermalene is an intimate mixture of acetylene and vaporized oils, formed simultaneously in the same generator, the heat produced by the formation of the acetylene being utilized in the vaporization of the oils instead of inviting explosion by raising the temperature of the apparatus. Writes Mr. Viall, in substance:

"In composition and method of production, thermalene differs from any gas previously used for welding purposes. It is a combination produced by the decomposition of calcium carbid and hydrocarbon oils, the heat generated by the carbid being used to vaporize the oil. It is the discovery of Karl Frederich Linus Wolf, of Zurich, Switzerland.

"At present thermalene is principally used for welding or cutting metals, in which it is used together with the proper mixture of oxygen. The nature of the gas will be better understood by first giving a description of the method by which it is produced.

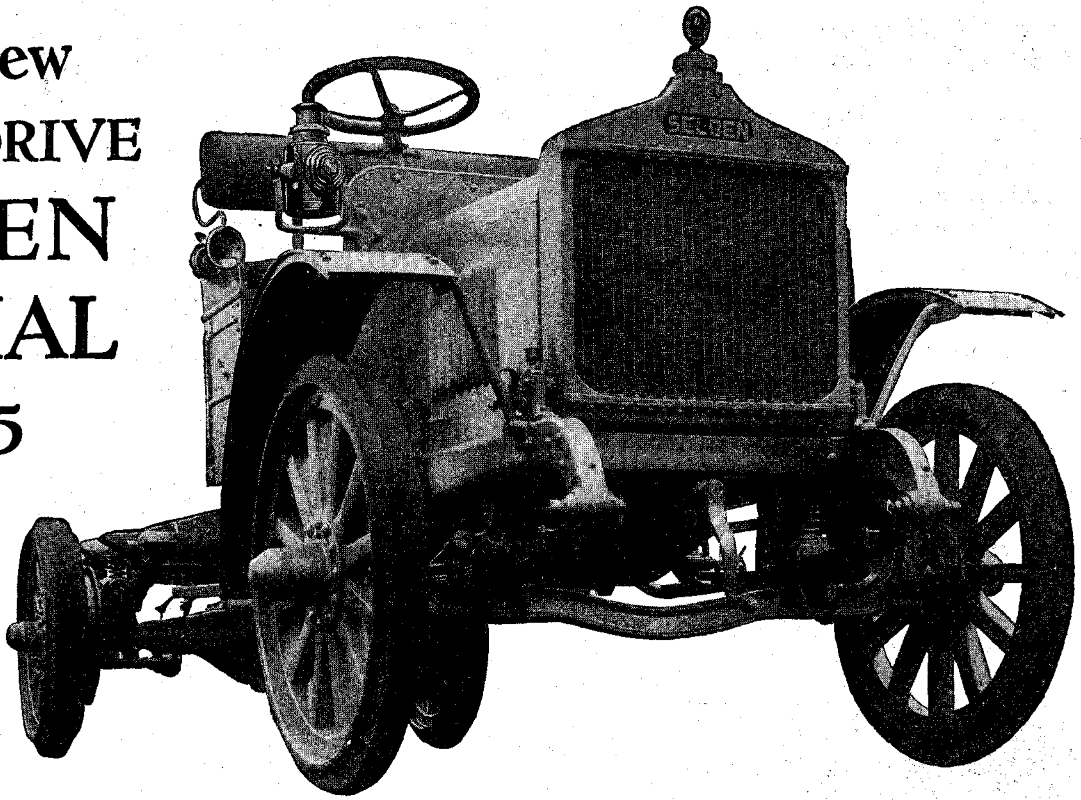
"The generating mixture is carried in a tin can or cartridge packed with alternate layers of calcium carbid and crude oil mixed with sawdust. The water as it rises slacks the carbid and generates acetylene gas. The heat caused by the slacking of the carbid layer vaporizes the oil in the layer of mixed oil and sawdust immediately above the layer of slacking carbid and generates oil-gas.

"The cartridge components must be so arranged as to promote free action of the carbid; free action of the heat evolved from the carbid on the volatile substance; to prevent action of moisture on the carbid layers not being acted upon purposely, and to promote the free discharge of the generated and volatilized gases.

"All of these points, as well as a number

The New WORM DRIVE SELDEN SPECIAL

$2185



The Lowest Priced QUALITY 1½ Ton WORM Drive Truck on the Market To-day

Manufacturing facilities greatly increased during the war, to meet the demands of the United States and allied governments for Selden Trucks, enable us to standardize production of this model to such an extent that we can sell the SELDEN SPECIAL at a price far below its value.

The SELDEN SPECIAL is a truck of the same rugged construction, possessed of the same gigantic powers of endurance, of the same design and built on the same sound engineering principles as the other models in the Line of SELDEN HIGH QUALITY TRUCKS.

Under any hauling conditions, whether in the farming community, the traffic-jammed city streets, or in inter-city transportation service, the SELDEN SPECIAL will render HIGHLY EFFECTIVE, CONTINUOUS, ECONOMICAL and PROFITABLE SERVICE.

The specifications of the SELDEN SPECIAL are proof of the high quality of the units which enter into the construction of this remarkable achievement in motor truck manufacture.

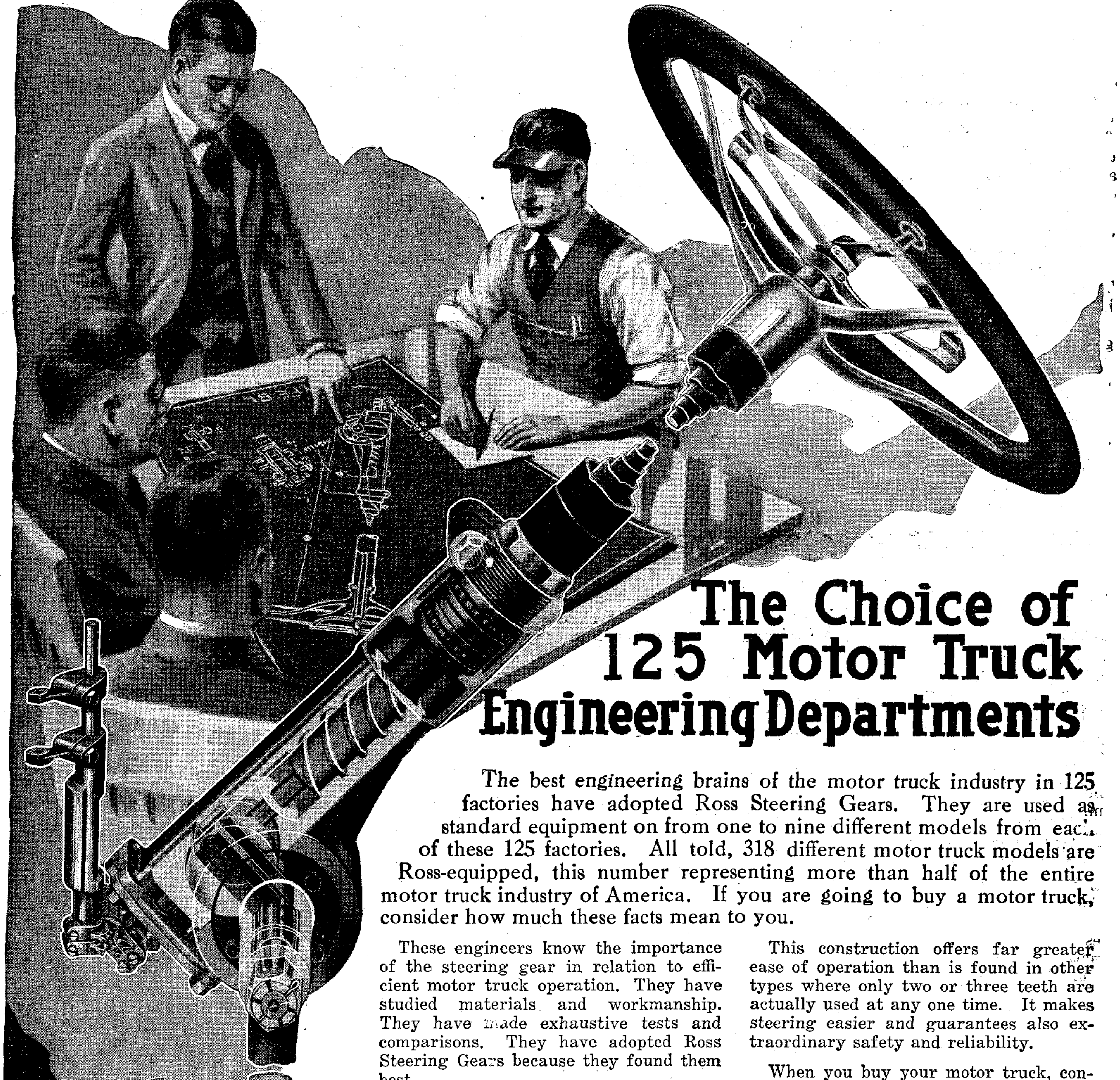
The Selden Company is one of the oldest and largest manufacturers of motor trucks in the world to-day. The first gasoline motor propelled road wagon in all the world was a SELDEN—and the present types of SELDEN TRUCKS are the product of forty-two years of continuous experimentation, observation and experience in manufacture. That's why SELDEN TRUCKS are built RIGHT to-day.

Ask us to send you specifications of the SELDEN SPECIAL—the truck that meets the needs of to-day for QUALITY CONSTRUCTION at MODERATE COST.

SELDEN TRUCK SALES COMPANY
ROCHESTER, N. Y., U. S. A.

Selden Motor Trucks

ROSS STEERING GEARS



The Choice of 125 Motor Truck Engineering Departments

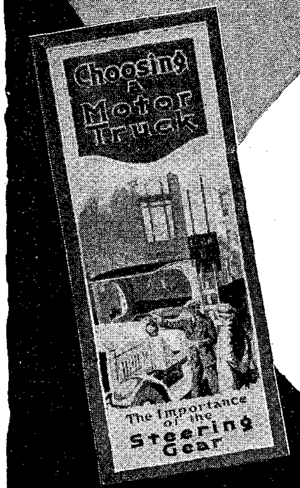
The best engineering brains of the motor truck industry in 125 factories have adopted Ross Steering Gears. They are used as standard equipment on from one to nine different models from each of these 125 factories. All told, 318 different motor truck models are Ross-equipped, this number representing more than half of the entire motor truck industry of America. If you are going to buy a motor truck, consider how much these facts mean to you.

These engineers know the importance of the steering gear in relation to efficient motor truck operation. They have studied materials and workmanship. They have made exhaustive tests and comparisons. They have adopted Ross Steering Gears because they found them best.

The superiority of Ross Gears is easily understood. They are the only steering gears with the patented screw and nut mechanism for transferring the rotation of the steering wheel to the steering arm. A solid nut completely envelops the screw, thus utilizing the entire bearing surface of the threads of both screw and nut with every turn of the wheel.

This construction offers far greater ease of operation than is found in other types where only two or three teeth are actually used at any one time. It makes steering easier and guarantees also extraordinary safety and reliability.

When you buy your motor truck, consider the dollars and cents value of a Ross Steering Gear in the efficiency of your equipment. A manufacturing policy that provides for the best steering gear that the market offers will provide units of equal quality in every element of construction. Choose a truck with a Ross Steering Gear, because it guarantees a true appreciation of how to build trucks for longer life and better service.



For further information, send for this book and list of trucks equipped with Ross Steering Gears.

In the 318 models mentioned, you will find trucks of all sizes, from one-half ton to ten tons capacity

ROSS GEAR & TOOL COMPANY
Lafayette, Indiana, U.S.A.

The Steering Gears that Predominate on Motor Trucks

SCIENCE AND INVENTION

Continued

of others, have been considered in the make-up of the cartridges. At present for commercial purposes, there are four sizes. The largest has a gas-production of 200 cubic feet.

"By the method of producing thermalene the heat evolved by the generation of acetylene is absorbed, at the place of generation, in the production of the oil-gas. This utilization of heat serves to keep the temperature down. The layers of carbid and oily sawdust are so proportioned as to cause only the vaporization of the lighter oils, such as benzin, naphthalene, kerosene, and the like. The temperature is not high enough to vaporize the tar-oils, as these are heavy and give a deposit of lampblack. These heavy oils are therefore not utilized, but remain in the cartridge.

"In this process the acetylene and oil-gas, generated and cooled, will combine in the pipes after the impurities are removed. The combined gas produced, named thermalene, possesses marked characteristics that distinguish it from oil-gas, from acetylene, and from the usual mixture of the two. The density is greater than air, being 1.1 taking air as unity. The issuing gas can be seen to sink when thrown through a sunbeam. The specific heat is low, being a little over one-eighth of that of acetylene. Thermalene liquefies at between 1,400- and 1,500-pound pressure per square inch at room temperature, and in its liquid state is non-explosive and stable. A very noticeable thing is the odor, which is not at all like the odor of either acetylene or of oil-gas, but is a soft, sweet smell, not strong or offensive in any way. The color is white, but with a predominating proportion of the red and yellow parts of the spectrum. The high density of the gas has a number of advantages. It has more body than acetylene and does not need so much oxygen. Moreover, it mixes better with oxygen. It does not explode as readily as acetylene, so can be mixed with greater proportions of air.

"When used for welding and cutting, thermalene has numerous good points. It does not require an excess of oxygen, and the flame, therefore, produces a soft weld, especially in cast iron. When welding it is noticeable that less sparks are thrown off than when using acetylene. It can be used at a lower pressure also, owing to its greater calorific value. Owing to the removal of the various impurities, there are no corrosive effects on fittings nor poisonous effects. It is also for this reason that there is little or no danger of explosion. Neither does the spent cartridge give off explosive gases, for the reason that the gases liable to cause explosion are separated and drained off from the generator chamber. Corrosion of interior walls, due to water action, is prevented by the vapor which is always present and forms a protecting and sealing effect throughout."

Asinine Preacher.—A fool has seldom been answered "according to his folly" with more appropriateness than was the local preacher who boasted at a dinner-table that the Lord had opened his mouth to preach without sending him to college first.

"Indeed," replied a curate who was present, "how very interesting. A similar event happened in Balaam's time."—*London Tit-Bits.*

THE SPICE OF LIFE

Sounds Hunnish. — Adv.—"Wanted, women to mangle."—*Boston Transcript.*

Qualified.—"Why do you keep this man? He doesn't seem to know anything about the business."

"He's our expert witness."—*Toledo Blade.*

The Vice in Advice.—Kloseman—"Let me give you a piece of advice."

Knox—"What's the matter with it?"—*Boston Transcript.*

A Rest Cure.—"Some men," said Uncle Eben, "goes fishin' not so much foh de sake of de fish as foh de chance to loaf without bein' noticed."—*Washington Star.*

The Real Reason.—Husband (at dinner)—"By George, this is a regular banquet. Finest spread I've sat down to in an age. What's up? Do you expect company?"

Wife—"No, but I think the cook does."—*Boston Transcript.*

Got Their Growth.—"They used to tell young men to go West and grow up with the country."

"The advice is still good. A lot of room is left by the men who got rich and came back East."—*Washington Star.*

A Changed Man.—"No, sah," said the aged colored man to the reporter who'd asked if he had ever seen President Lincoln. "Ah used to 'member seein' Massa Linkum, but since Ah j'ined de church Ah doan' 'member seein' him no mo'."—*Boston Transcript.*

He Can't After July 1.—Some years ago some genius introduced a bill compelling everybody to qualify physically and mentally for marriage. Unfortunately, it was lost in committee; it should have gone through. The necessity of it was disclosed in a Main Street car last evening when seven or nine of us heard a prospective bridegroom coyly confess he was indeed "about to become a benedictine."—*Buffalo News.*

Vampire Wants a Job.—Recently the L. P. Ross Shoe Company inserted an advertisement in a Rochester paper for vampers and closers-up. Among the answers received was one from a young lady who signed herself Miss Mabelle Jones and gave her address as General Delivery, Rochester. The letter said in part:

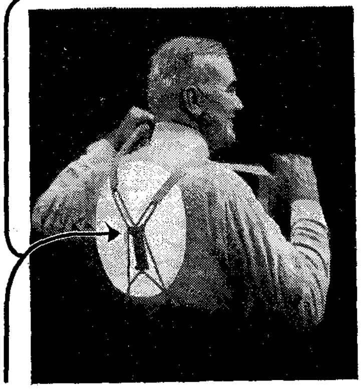
"*Gentlemen:* I have seen your ad for vampires and close-ups and I would like the job. I have been studying to vamp for several years and have been practising eye work for a long while. My gentlemen friends tell me that I have the other movie vamps backed off the map. I have made a particular study of Theda Bara. I don't know much about close-ups, but suppose I could learn. I have a good form, swell brown eyes, and a fine complexion.

"If you would like, I will call and show you what I can do. I have been looking for a vampire job, but never saw no ads in the papers before.

"Yours,

"Mabelle Jones."

"P. S.—Do you furnish clothes for your vampires? I have just come to Rochester and so haven't got many clothes."—*Rochester Herald.*



for Comfort

President Suspenders

Note the *comfort* feature of Presidents. It gives-and-takes in unison with the slightest movement of shoulders or body—so unlike the rigid unyielding back-piece of ordinary suspenders. This insures comfort, wear and right hang to trousers; the solid brass trimmings will not stain or rust.

Look for the word "President" on the buckle. They are guaranteed—ALL WAYS—or money back. Insist on President Suspenders. All dealers.

Regular Length...50c
Extra Long..........55c
Extra Heavy.........75c

President Suspender Company
Shirley, Mass.

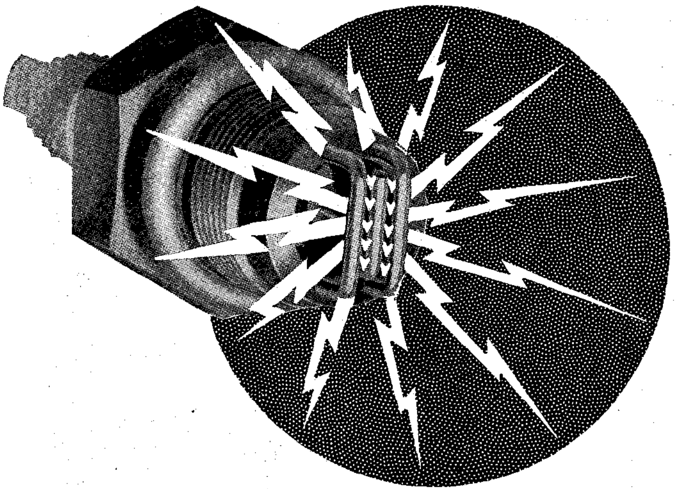
ALLEN'S FOOT EASE

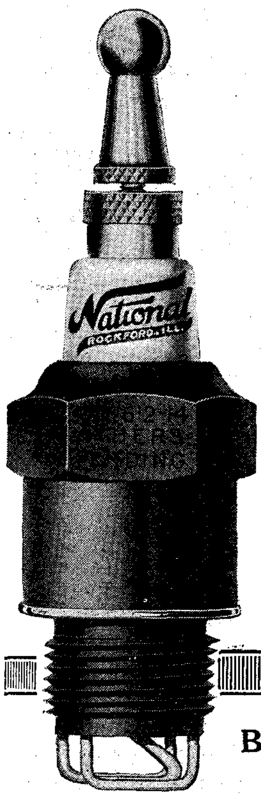
In Peace and War Use
ALLEN'S FOOT=EASE

A prominent British Government officer, in a speech about the war to a large body of business men in N. Y. City recently said, "After the tired soldier has returned from a 12 mile tramp, with swollen and aching feet, is there a mother, who, if she knew, would not go out and get some Foot-Ease to send to her boy?"

People everywhere should realize the comfort derived from Allen's Foot-Ease, the antiseptic, healing powder to be shaken into the shoes. It takes the friction from the shoe and gives instant relief to tired, aching, swollen, tender feet, corns, bunions, blisters and callouses.

The Plattsburg Camp Manual advises all men in training to shake Foot-Ease in their Shoes each morning. Try it yourself and if you have a son, brother or friend in the army or navy, why not mail him a package NOW. Sold by drug and dep't stores everywhere.





National

BIG POWER
SPARK PLUGS

are equipped with big "Spark Power," oversize electrodes of extra heavy wire—designed specially to ignite low grade oils that have a tendency to slow, lazy ignition. They give more power with less fuel—will not fuse or warp.

10 Hot, Fat Sparks
Insure Positive Ignition

The patented—One Inch Firing Surface gives a live, crackling shower of 10 Hot, Fat Sparks that ignite every charge of every cylinder—giving Positive Ignition—Continuous Service—and Complete Combustion.

Practically unbreakable—heat proof—oil proof—trouble proof. A sturdy, oversize, big power, dependable plug that stands up under heavy duty requirements, and is unequaled for steady service and economy of fuel.

Made in all sizes—to fit any motor. Every plug is assembled by hand, carefully inspected and rigidly tested.

PRICES—Automobile Plugs,	$1.00 each
Tractor Special,	2.00 each

Sold by All Reliable Dealers

Booklet mailed on request

BERGIE NATIONAL SPARK PLUG CO.
2000 East State Street, Rockford, Illinois
New York Pittsburgh Atlanta San Francisco Dallas Tulsa, Okla.
Export Department, WERNER & BUTTS, 336 Whitehall Building, New York, U. S. A.

Those Girls.—"Jack complimented me on my complexion last night."

"Sort of a powder-puff, eh?"—*Boston Transcript.*

Little Sinners Fare Worst.—"If dat Kaiser," said Uncle Eben, "had gambled wif crap dice instead of a war, dar wouldn't have been no delay whatever 'bout bringin' 'im to trial."—*Washington Star.*

Mistaken Identity.—Lightning knocked over three men who were sitting on boxes in front of Sawyer's store yesterday. One of them was knocked senseless; the other two exclaimed, "Leggo! I'm comin' right home."—*Milltown Banner.*

Real "Pot Luck."—A stylishly drest woman entered the restaurant. The waiter handed her a bill of fare written in French, and said: "Please mark off the dishes you wish to order."

Could a woman, drest in the height of fashion, confess that she was unable to read French? Taking the pencil, she made a few dashes, and the order read:

"Dinner, 2s.," "March 20," "Vegetables," "Please pay at the desk," "No tips."

The waiter brought her a beefsteak and chip potatoes, but she did not dare to raise a word in protest.—*London Tit-Bits.*

A Catechism of the States.—*Question*—Which is the best State for fresh pork?

Answer—New ham, sure.

Q.—Which is the best for an early summer hotel?

A.—May inn.

Q.—In which should surgeons dwell?

A.—Connect-a-cut.

Q.—In which should laundrymen prosper?

A.—Washing done.

Q.—In which do impudent people dwell?

A.—Can sass.

Q.—Which is the best for deer-hunting?

A.—Collar a doe.

Q.—Which is the best to steal a walking-stick in?

A.—Cane took, eh.

Q.—Which is the best for locksmiths?

A.—New brass key.

Q.—In which would you look for a morning attire?

A.—Day coat, eh!

Q.—In which is one likely to fail in getting a drink?

A.—Miss-a-sip.

Q.—In which can you find a red letter?

A.—Florid A.

Q.—In which does the hustle make one sick?

A.—Ill o' noise.

Q.—In which is one likely to use his farming implements

A.—I'd a hoe.

Q.—In which can one acquire an estate by marriage?

A.—Mary land.

Q.—In which is one letter of the alphabet taller than the others?

A.—O higher.

Q.—In which are bodies of land surrounded by water given a ride?

A.—Rhode Island.

Q.—Which is called to your mind by holding two $5 bills?

A.—Tenn I see.

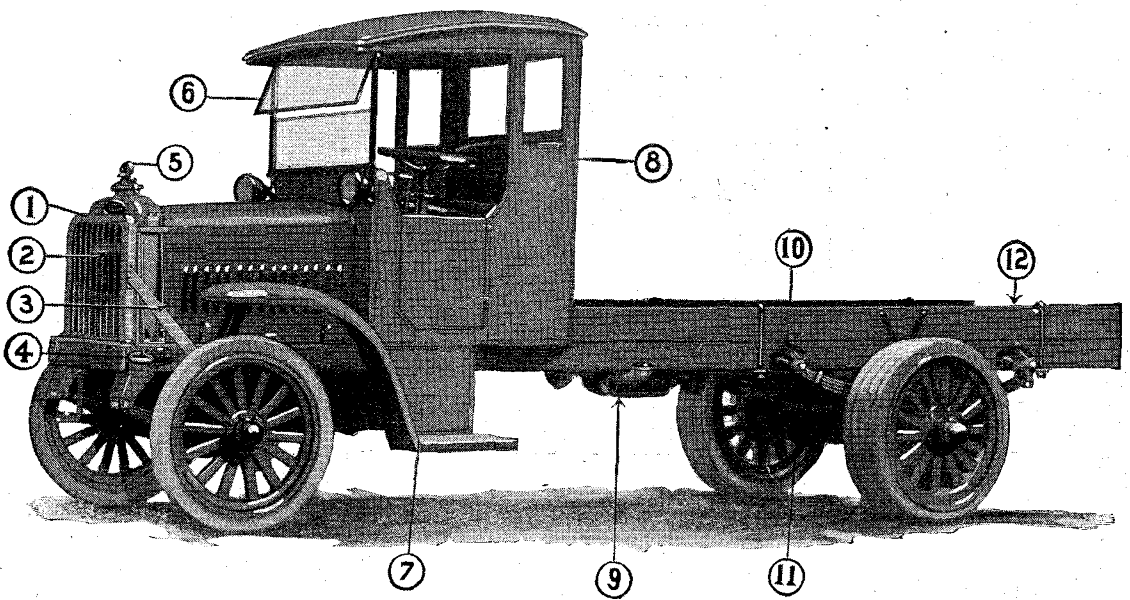
Q.—Which would a woman rather have if she can't get a new sealskin sack?

A.—New Jersey.

Q.—Which does the farmer's wife mention when she asks you to partake of apple sauce?

A.—Take sass.—*Capper's Weekly (Topeka).*

First Completely Equipped Line of Heavy Duty Trucks



2-ton, Worm-drive—$2700—No Extras

Built by B. A. Gramm

In price this two-ton Gramm-Bernstein—completely equipped as shown—is under the average asked by 61 manufacturers for stripped chassis only

Not an extra to buy. Equipment includes:

1) Sturdy radiator guard, attached to frame ndependently of radiator—the Gramm-Bernstein type adopted for Liberty Trucks.

2) Radiator shutter, operated from dash.

3) Rear radiator shroud devised by B. A. Gramm, and adopted for Liberty Trucks, o promote cooling efficiency.

4) Pig-tail towing hooks at front end.

5) Motometer, to indicate temperature of ngine.

6) Exceptionally rugged ventilating windhield.

7) Front fenders and steps.

8) Standard Gramm-Bernstein cab, with oors and winter curtains.

9) Transmission is the patented Gramm ype, with gears always in mesh, assembled n a six-spline shaft, without single bolt, nut, stud, setcrew, pin, key or anything lse liable to work loose and all out. A highly valuable, xclusive feature.

10) Body sills of seasoned ash, eady for mounting the body.

⑪ Patented wick oilers on all spring bolts.

⑫ Spring drawbar at rear end, supported by extra cross member.

On account of engagement by means of dog-clutches, the transmission gears *cannot be stripped.* Absolutely proof against a driver's carelessness. Cannot get out of alignment.

Chrome nickel steel gears. Extremely tough to stand wear and heavy duty.

The one transmission which is proof against every trouble that makes the ordinary truck sliding-gear transmission a prolific source of expense.

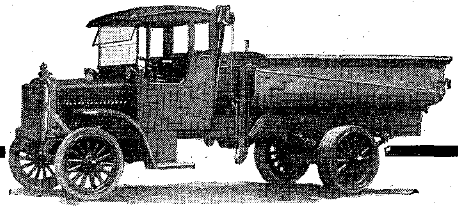
Power take-off (Gramm basic patent No. 1194994) can be attached to drive hoist for operating dump body, winch, or log roller.

Hotchkiss drive, first successfully applied to trucks by B. A. Gramm, and adopted for Liberty Trucks.

All Gramm-Bernstein 2, 2½, 3½, and 5-ton worm-drive models are now completely equipped as noted.

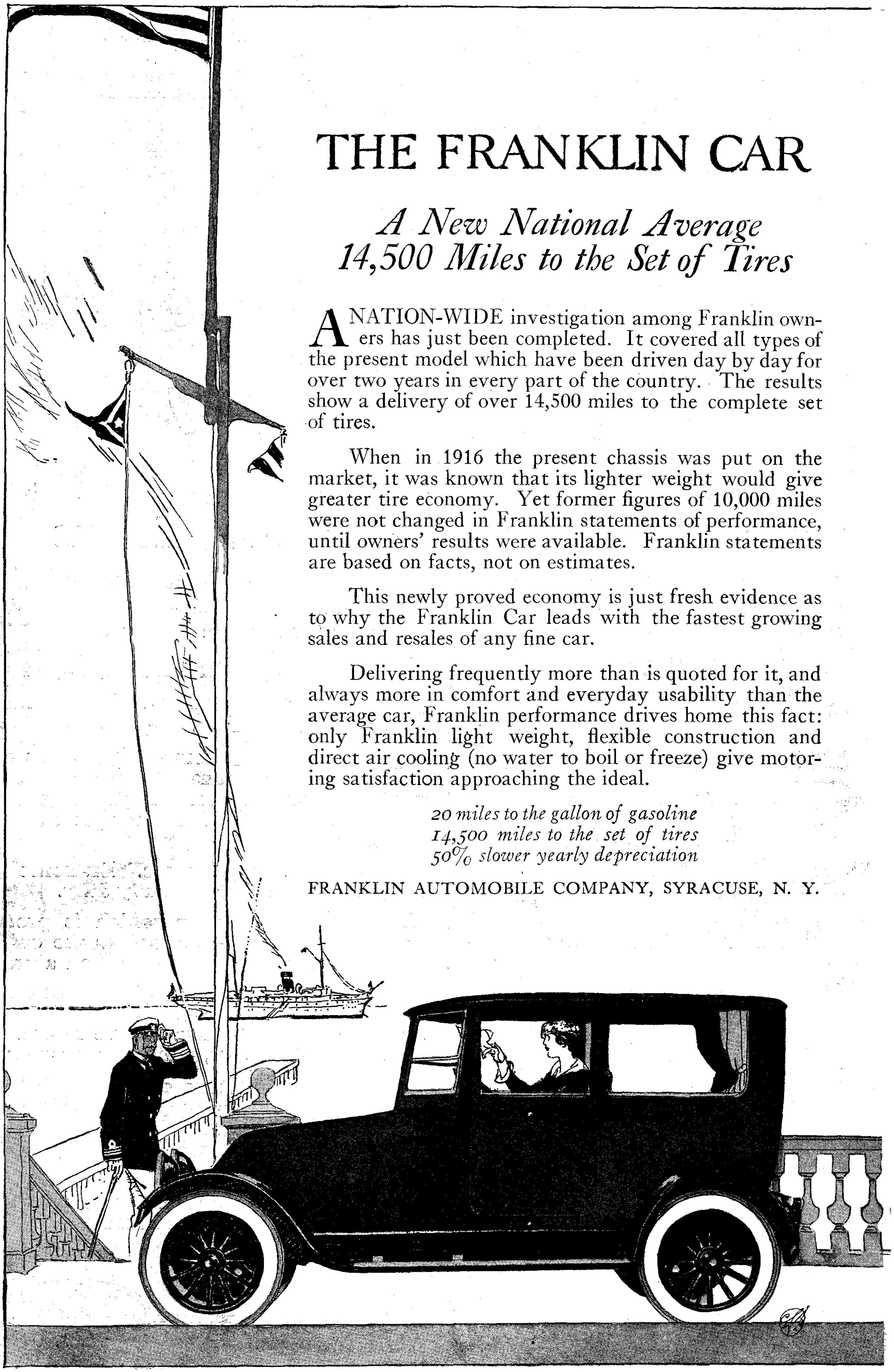
Many Gramm-Bernstein Trucks are being sold with dumb bodies for use in road-building, public works, and general building operations.

Dealers and users, in purchasing motor trucks and passenger cars with any kind of power take-off for operating hoist, winch, log-roller, tire pump, etc., should assure themselves that such device does not infringe upon B. A. Gramm's basic patent No. 1194994.



GRAMM BERNSTEIN

he Gramm-Bernstein Motor Truck Co., Lima, Ohio, U. S. A.—Pioneers Since 1901—Builders of the First Liberty (U.S.A.) Truck



THE FRANKLIN CAR

A New National Average
14,500 Miles to the Set of Tires

A NATION-WIDE investigation among Franklin owners has just been completed. It covered all types of the present model which have been driven day by day for over two years in every part of the country. The results show a delivery of over 14,500 miles to the complete set of tires.

When in 1916 the present chassis was put on the market, it was known that its lighter weight would give greater tire economy. Yet former figures of 10,000 miles were not changed in Franklin statements of performance, until owners' results were available. Franklin statements are based on facts, not on estimates.

This newly proved economy is just fresh evidence as to why the Franklin Car leads with the fastest growing sales and resales of any fine car.

Delivering frequently more than is quoted for it, and always more in comfort and everyday usability than the average car, Franklin performance drives home this fact: only Franklin light weight, flexible construction and direct air cooling (no water to boil or freeze) give motoring satisfaction approaching the ideal.

20 miles to the gallon of gasoline
14,500 miles to the set of tires
50% slower yearly depreciation

FRANKLIN AUTOMOBILE COMPANY, SYRACUSE, N. Y.

CURRENT EVENTS

PEACE PRELIMINARIES

May 14.—According to Paris advices, three notes from the German peace delegation to the Council of Four protest against transfer of the Malmédy, Maresnel, and Eupen districts to Belgium, object to the Sarre Valley arrangement, and oppose the evacuation of the Schleswig area. One of the notes states that Germany is willing to pay for devastation in Belgium and northern France, but not on the principle that she was responsible for the war.

The Austrian peace delegates reach Paris.

May 15.—The Council of Four has declined to consider the note from the German Peace Mission relative to international labor legislation, Paris says.

Philipp Scheidemann, German Premier, directs an appeal to the people of Great Britain through *The Daily Herald*, a labor newspaper, says a London report, asking them not to force the Germans to sign the Peace Treaty in its present form.

Washington advices state that Raymond B. Fosdick, of New York, Chairman of the Government's Commission on Training-Camp Activities, has been appointed Assistant Secretary of the League of Nations.

Count von Brockdorff-Rantzau, head of the German peace delegation, is reported by Berlin as saying that the Peace Treaty can not be signed by the Germans, because it is impossible to fulfil its terms.

May 16.—Semiofficial announcement from the German Government states that the Government is unalterably opposed to signing the Peace Treaty in its present form.

May 17.—Pope Benedict, says a Rome dispatch, has taken steps to appeal to the Peace Council to mitigate the peace terms.

The indemnity clause of the Austrian Peace Treaty provides for a payment by Austria of $1,250,000,000, according to a Paris report.

May 19.—A reply by the Allied and Associated Governments to the German notes protesting against the terms of the Peace Treaty has been delivered to the German peace delegates, according to advices from Paris. It declares that the Allies have no intention of destroying Germany's economic life and points out that as militarism will be ended in Germany by the terms of the Peace Treaty, that country will be relieved of an immense burden of taxation.

Count Rantzau, head of the German peace delegation, who left for Spa, returns to Versailles.

The exchange of credentials between representatives of the Allies and the Austrian peace delegates takes place.

The Vatican in a note to President Wilson suggests that he use his influence to ease German peace terms, says a report from Rome.

CENTRAL POWERS

May 15.—German Government troops, with the capture of Leipzig, gain control of the last remaining stronghold of the Spartacides, says a report from Coblenz.

May 16.—The Interallied Industrial and Economic Commission is beginning to function throughout the occupied Rhineland provinces, to aid the Germans to reestablish industry, according to a dispatch from Coblenz.

May 17.—Count Jules Karolyi, nephew of the former Premier of Hungary, has set up a government in opposition to the Bolsheviki at Arad, Hungary, according to a dispatch from Basel.

By an agreement between the Poles and the Ukrainians, Lemberg is to go to the Poles and the rest of eastern Galicia to the Ukrainians, says a Berlin dispatch.

Serious rioting takes places at Stettin, reports Berlin. A crowd stormed the prison, liberated all prisoners, and attacked the barracks. It is believed that all roads and railways leading to the city have been occupied by the leaders of the mob.

Bavarian communists and workmen make several unsuccessful attempts to regain the province of Munich, says a report from Bern.

May 18.—German war-losses were 2,050,460 dead, 4,207,028 wounded, and 615,922 prisoners, according to figures published in Berlin.

May 19.—An autonomous government has been established in the province of Salzburg, western Austria, which defies the German Austrian Government, says a report from Vienna.

AFFAIRS IN RUSSIA

May 14.—New defeats of the Russian Bolshevik forces by the Ukrainians are reported, according to advices from Vienna.

May 15.—Samara, an important city on the Volga River, has been captured by troops of Admiral Kolchak, according to information reaching London from Bern.

May 16.—A strong Finnish army commanded by General Mannerheim, leader of the government forces, is marching against Petrograd, according to a report from Copenhagen.

May 18.—Villages along the Gulf of Finland have been shelled by Allied war-ships and some of them abandoned by Red troops, according to a report from London.

The All-Russian Government at Omsk requests the Americans not to send American troops into the interior of Siberia, according to a report from Omsk. The reason given is that in view of the American Government's undefined stand on Bolshevism the presence of the American troops may tend to create disorder among the Russian people and thus weaken the Government.

May 19.—General Dénikine, conducting the operations of his anti-Bolshevik army on the Volga, announces his capture of 10,000 prisoners and 28 guns, according to a London report.

British war-ships engage the Russian Bolshevik fleet in a thirty-five-minute fight in the Gulf of Finland, says Helsingfors. The Bolsheviki fled after one of their vessels had been sunk and another stranded.

The Esthonian Army, with the aid of Russian and German Baltic auxiliary forces, is advancing against the Bolsheviki on a hundred-kilometer front, between Narva and Gloff, reports Copenhagen.

May 20.—The peasants are rising against the Bolshevik rule throughout the territory of Bolshevik Russia, says Leon Trotzky in a speech at Kazan, according to a report from Omsk. Trotzky further declares that in view of this situation the hand of the Bolshevik extraordinary commission will

Keep Contents Cold for 72 Hours Hot for 24 Hours

Motor Restaurant No. 182

ICY-HOT Bottle No. 40-N

On Every Motor Trip

ICY-HOT

Guaranteed Vacuum Bottles—Made in America

Hot soups and hot or cold drinks, hot meats and vegetables, or frozen ices can all be carried on outings with ICY-HOTS or kept ready for instant service. Essential for infants, invalids, everyone. Easily cleaned and absolutely sanitary.

Cushioned Bottles

A shock-absorbing cushion and heavy coiled spring inside the protecting metal case protects the glass bottle against jolts and jars.

Jar for Ice Cream or Solid Foods

Carafe for Liquid Refreshments

ICY-HOT Lunch Kit

Keeps lunch moist while ICY-HOT bottle in kit provides steaming hot tea or coffee or fresh, cold milk. Ask your dealer for ICY-HOTS. Look for the trade-mark "ICY-HOT" on bottle.

If your dealer can't supply you, send direct to us, giving your dealer's name and address. Write for catalog showing ICY-HOTS from $2.25 up.

THE ICY-HOT BOTTLE CO.
127 W. Second St. Cincinnati, Ohio

Send $1 for Exact Replica of the Lusitania Medal

The famous medal struck off by the Germans in their gloating over the sinking of the Lusitania with 1195 non-combatants. A war souvenir that should be in your collection. Exact size 2⅛ in. in diameter; bronze finish. Sent postpaid on receipt of price.

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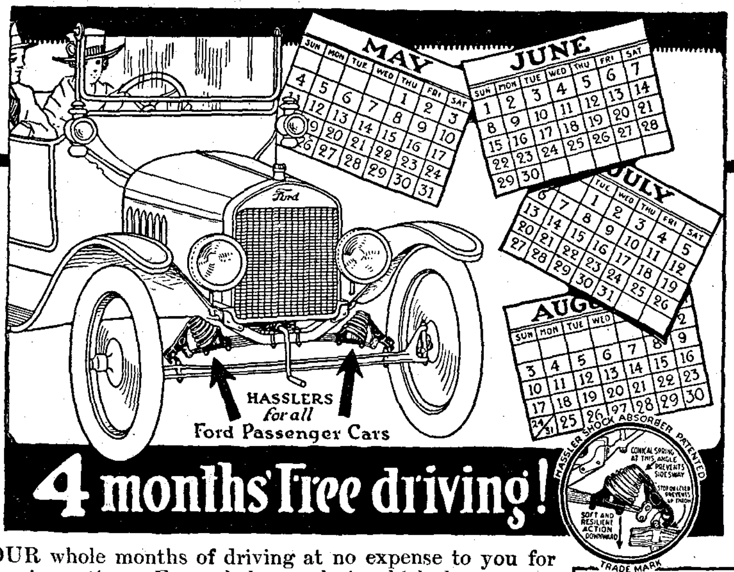
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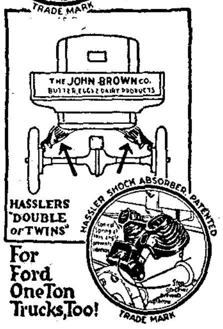
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reach out for all opposing the *Soviet* Government.

The Ukrainian offensive against the Poles has been completely broken, the Ukrainians retiring with heavy losses, says a report from Warsaw.

FOREIGN

May 15.—The body of Edith Cavell, the English nurse executed by the Germans at Brussels in 1915, is interred at her native town of Norwich, after an impressive memorial service in Westminster Abbey, according to advices from London.

May 17.—The occupation of Smyrna is announced as a preliminary step to the establishment of mandataries through European and Asiatic Turkey, virtually terminating the existence of Turkey as an empire, according to Paris.

Italy has relinquished her claims to the Dodocanese Islands, off the Asia Minor coast, in favor of Greece, says a Paris report, thus ending one of the most acute controversies before the Peace Conference.

Strong objection is raised in Denmark to the proposed plebiscite in the third or southern zone of Schleswig, according to information received by the Danish Legation at Washington. The opposition is based on the fact that southern Schleswig is inhabited very largely by a hostile German population.

May 18.—Harry G. Hawker, Australian aviator, starts from St. John's, Newfoundland, on a transatlantic airplane flight to Ireland.

May 19.—Nothing has been heard of Harry G. Hawker, Australian aviator, since he started on his flight across the Atlantic.

DOMESTIC

May 14.—A naval dirigible makes a non-stop flight of 900 miles from Montauk Point Naval Air Station to St. John's, Newfoundland, as the first leg of a journey across the Atlantic.

America's task of feeding Europe will end soon after June 30, when the last ship to be loaded with foodstuffs will sail from New York, according to information received at Washington from Herbert C. Hoover.

Six reserve officers' training-quarters will be opened on June 21 for members of the various educational institutions having officers' training units, according to Washington.

May 15.—The big naval dirigible which flew from Montauk Point to St. John's, Newfoundland, was there blown out to sea and lost, according to advices from St. John's.

Three giant naval American seaplanes, *NC-1*, *NC-3*, and *NC-4*, leave Trepassey, Newfoundland, bound for the Azores, as the second leg of their flight across the Atlantic.

A wide-spread exodus of aliens from the United States to Europe is reported by the Department of Labor.

May 17.—*NC-4*, one of the three naval seaplanes, starting from Trepassey, Newfoundland, for the Azores in a flight across the Atlantic Ocean, reaches its destination, landing without mishap at Horta. The plane was in command of Lieut.-Com. Albert C. Read. The other two planes failed to land. One of them, the *NC-1*, has been located on the surface of the sea near the islands, and the *NC-3* is missing.

Red-Cross headquarters at Washington announce the formation at Paris of a League of Red-Cross Societies, including those of the United States, Great

Britain, France, Italy, and Japan. The object of the League is a systematic effort to anticipate and relieve misery produced by disease and disaster.

Steps toward the resumption of commercial relations between the United States and German and associated territories will be taken on June 5, when two American steamships will leave New York for Hamburg and Danzig with food and clothing for Germany, Poland, and Czecho-Slovakia.

May 19.—The 66th Congress, called in extraordinary session by President Wilson, meets in Washington and is organized by Republican majorities in both houses. Representative Gillett, of Massachusetts, is elected Speaker of the House and Senator Cummins, of Iowa, is chosen President *pro tem.* of the Senate.

The Right Reverend David H. Greer, Bishop of the Episcopal Diocese of New York, dies in New York City at the age of seventy-five.

The *NC-3*, one of the three seaplanes flying from Trepassey to the Azores, missing for nearly sixty hours, enters Ponta Delgada Harbor under her own power, says a report from Washington. The *NC-1*, another of the seaplanes, was wrecked before reaching her destination, and the crew was picked up by a steamship, according to a dispatch from Horta, in the Azores.

The transportation to England of the United States troops in Russia will begin in ten days, says a report from Archangel.

May 20.—The International Mercantile Marine Corporation agrees to sell 85 ships to an English syndicate for a sum between $130,000,000 and $135,000,000. This is said to be the largest and most important transaction in the history of American shipping and has engaged the direct attention of two governments for more than a year.

The creation of a national budget system is practically assured by the introduction in both Houses of Congress of budget legislation, says a report from Washington. The new system, if adopted, will radically change former methods of making estimates for appropriations and the audit and control of funds appropriated.

The important features of President Wilson's message to Congress are: The recommendation for the removal of the war-time prohibition law, so far as it affects light wines and beers; return of railroads, telegraphs, and telephones to their owners; a request that an amendment to the Federal Constitution be passed providing for woman suffrage, and a recommendation that the luxury taxes be repealed.

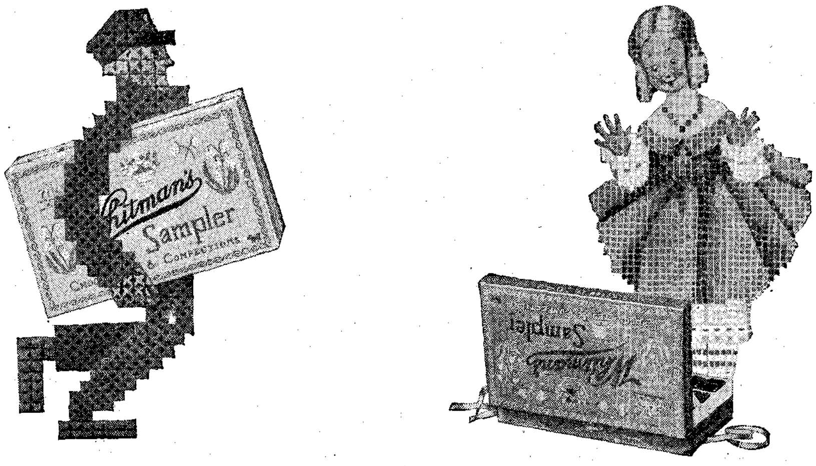
Dropping a Hint.—A temperance orator was in the habit of holding forth in a workman's hall, and was constantly being interrupted.

The next time he lectured in that hall he engaged a prize-fighter to sit in the gallery and keep order. He was contrasting the clean content of home life with the squalor of drunkenness.

"What do we want when we return home from our daily toil?" he asked. "What do we desire to ease our burdens, to gladden our hearts, to bring smiles to our lips, and to joy to our eyes?"

As the orator paused for breath the prize-fighter shook his fist at the unruly members of the gallery and whispered in a loud undertone:

"Mind, the first bloke what says 'beer' I'll throw outside."—*London Tit-Bits.*



Sweet as the Sampler is the smile that greets it

Whitman's Sampler box of chocolates and confections charms the eye and appeals to women whose taste is for daintiness, originality, quality.

As for the men, the war has taught them at home and abroad that *good* candy is more than a delightful luxury—it is a genuine food. The Sampler contains the kinds that most satisfy their real hunger for sweets.

The Sampler and other Whitman packages are sold by our agents throughout the country—usually the better drug stores. Every package is fully guaranteed.

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The Tire Problem has been solved by ESSENKAY! The "Tire Filler Era" is here, and the passing of tire troubles will be celebrated, All Over America, by thousands of ESSENKAY USERS and hundreds of ESSENKAY Dealers during ESSENKAY WEEK, May 28th to June 3rd. Watch for this National Demonstration Event! Learn all you can of ESSENKAY in the meantime. Ask your Garageman and your motorist friends about this Wonderful Tire Filler, and mail coupon at bottom or write us today.

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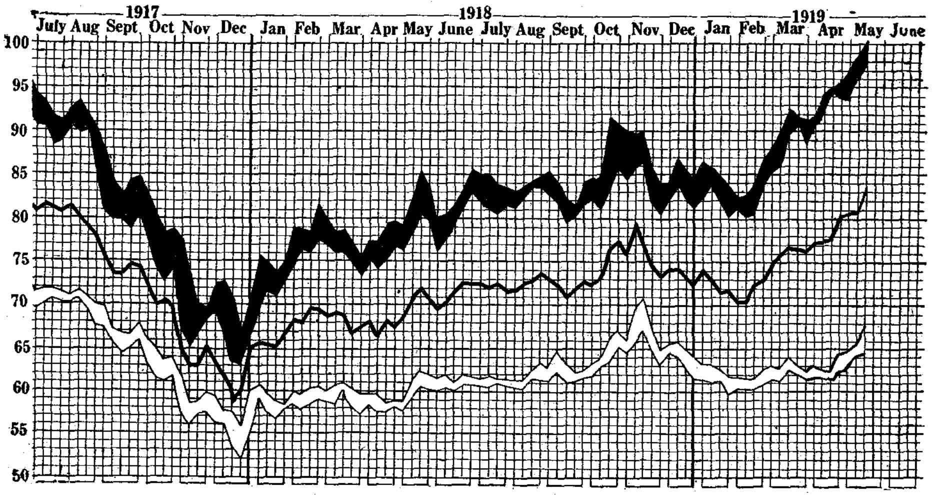
INVESTMENTS - AND - FINANCE

THREE MONTHS OF THE STOCK MARKET

DURING three months—February to May—the financial public had its eyes closely fixt on movements in the stock market. In that period occurred thirty-four million-dollar days, with a rather excited participation by the general public. Altho the advance really began in January, the movement was so irregular and uneven that it was scarcely noticed except to the most practised eye until about February 15. From January 15 to February 15 daily transactions rarely exceeded 400,000 shares, but in the middle of February the volume began to increase until the "million-share day," that afterward became common and familiar, began to be recorded. A writer in *The Financial World* remarks that the immensity of the volume of trading can be best visualized by stating that since January 1, 1919, the total sales to May 17 of stocks on the New York Stock Exchange had in round figures been 90,000,000 shares, as against 52,000,000 in the same period of 1918. Transactions in bonds on the New York Stock Exchange totaled about $1,230,000,000, against $525,000,000 in the same period of 1918.



STOCK-MARKET PRICES TO MAY, 1919.

The heavy black line shows the average prices for fifty stocks, half industrial, half railroad; the narrow black line the average for 25 industrials; the white area the average for 25 rails.

The high average of prices of stocks was reached on May 14. The volume of trading was maintained after that date, and individual advances took place after the peak was reached, but the average did not rise after May 14. The outside public had been in the market for quite six weeks, and much of its purchases were made in the last three weeks. Buying from this source lightened the load of many pools, some of whose members had begun to work for a reaction. Several sharp breaks resulted, but holders were "well fortified with resources, and it had been up-hill work to force selling from an enthusiastic and confident public." The accompanying table taken from the New York *Times Annalist* shows the relation of the rise to former levels. The *Financial World* writer gives data as to what the advances were in particular stocks:

"On February 15 American Hide and Leather common sold at 17¾; May 14 it was up to 35, and the rise in the preferred was from 90½ to 128. In the same period American International rose from 54 to 91; American Sugar from 115⅞ to 134; Baldwin Locomotive from 72 to 93, Central Leather from 58 to 86½; Barrett Co. from 115 to 134½; General Motors from 130 to 191; General Cigars from 50 to 74; Goodrich Tire from 59 to 71; Great Northern Ore from 38 to 46; Marine common from 23 to 47⅝; the preferred from 99½ to the equivalent of 128 (counting the 10 per cent. dividend); Ohio Cities Gas from 35 to 48; Sinclair Oil from 34½ to 66; Royal Dutch from 93 to 112; Virginia-Carolina Chemical from 52 to 67; Texas Co. from 191 to 292; U. S. Steel from 90 to 104½; U. S. Rubber from 76 to 96, and U. S. Industrial Alcohol from 104 to 158. We give below a list of some of the most active stocks from February 15 to May 15, together with their high and low price in the period:

	Feb. 15	*High, 1919*	*May 15*	*Advance*
Am. Agr. Chem........	100½	113¾	110	13¼
Am. Beet Sugar........	68¾	85½	81½	12¾
Am. Can..............	44⅜	56¾	55½	11⅛
Am. Car & Fy..........	89	104½	102¼	23¼
Am. Cot. Oil..........	42¼	58½	53¾	11½
Am. Hide & L..........	17¾	35	32⅞	15⅛
Am. H. & L. pfd........	91⅞	128	121½	29⅝
Am. Inter. Corp........	53⅞	91½	88¾	24⅞
Am. Smelters..........	64½	79¾	78	13½
Am. Sugar............	115⅞	136	131	15⅛
Am. Wool............	48⅛	83½	76⅛	28⅛
Asso. D. G............	19⅞	50⅜	49¼	29⅜
Atl. G. & W. I..........	95¾	177½	164⅝	69¼
Cent. Leather..........	59⅝	94⅜	92½	32⅞
Chand Motors..........	115	159	156	41
Ches. & Ohio..........	55	67	66½	11½
C. M. & St. P. Ry.......	36⅜	44	43⅛	5¾
Cuba Cane Sugar.......	21⅝	39	34⅞	13¼
Gen. Elect.............	151	167½	165	14
Gen. Motors...........	130⅛	191	184⅜	54¼
Goodrich..............	59¾	74	71⅜	11⅝
Haskell Barker.........	42	61½	60⅛	18⅛
Kelly S. Tire..........	82½	129⅞	119⅞	37⅜
Missouri Pac...........	23¾	33⅜	33⅜	9⅝
Missouri Pac. pfd.......	51	57¾	56½	5½
National Cond.........	14	21⅜	18¾	4¾
National Lead..........	67	75¾	74¾	7¾
New Haven............	27½	34⅝	32	4½
Northern Pacific........	90½	96¾	95½	5
Ohio Gas..............	35⅞	49⅜	48⅞	13
Sinclair..............	34½	69¾	64⅝	30⅛
South Pac.............	99½	110½	108⅞	9⅜
Studebaker............	52⅞	84¼	82	29⅛
Texas Co..............	191	292	275	84
Texas & Pacific........	32⅜	52	48	15⅝
Union Pacific..........	127½	135⅝	135	7½
United Cigar Stores.....	116⅛	139¾	134⅜	18¼
U. S. Ind. Alco.........	104½	159¾	154½	50
U. S. Rubber..........	75⅞	100½	96	20⅛
U. S. Steel............	90¼	104½	102⅝	12½
Utah Copper...........	67⅞	79	77½	9⅝
Va-Car Chem..........	52	68⅞	66⅝	14⅝

"*The Financial World* does not want to go on record as stating positively that the remarkable bull movement we have witnessed in the period under review will not be eclipsed by a still greater and more active period in the market. That is quite possible, and many good market authorities feel that the constructive movement is yet in its early period, but we do wish to say, and say it emphatically, that past upward movements of the kind, with a long stretch of immense trading between the low and high, has never yet failed to develop sharp intermediate reactions and every one interested should be on a sharp ookout for such setbacks and not be found overextended or without resources to protect himself and be prepared with means or averaging by additional purchases."

AMERICA TO SAVE EUROPE

Mr. Frank A. Vanderlip, president of the National City Bank, returned from Europe in the third week of May, and declared to eporters that the duty and responsibility of saving Europe were now upon the United States. "America is the hope of the world to-day," said he. In case America should rise to her duty he would, however, be "very optimistic over the outlook." The situation is really serious. He was much imprest with conditions which had arisen because of war, but f the United States should cooperate in a financial and economic way as it did in military affairs, the situation would work tself out to the satisfaction and benefit of all. Prest for a statement as to the most advantageous plan for giving substantial assistance to our cobelligerents and to "freed peoples," he said:

> "Europe has got to be looked at as a unit, not as so many individual countries. If some countries are helped, others may be left stranded. We must pull together in reconstruction just as we did in military work. This is not going to be anybody's game, but everybody's duty. It is not only the bankers who must concern themselves over the reconstruction of Europe, but the business men over here must appreciate the necessities of the situation and extend a helping hand to the war-ridden countries."

In some comments on Mr. Vanderlip's statement, the New York *Evening Post* remarks that it "may be taken as in the nature of a preliminary announcement of the banking community's expectations." Nothing is more certain, it adds, than that our country "will hereafter play the part which fell to England after the Napoleonic wars—of placing its own great reservoir of capital at the disposal of foreign nations whose own resources, tho adequate to meet the needs of the longer future, are at present impaired almost to the exhaustion point." Indeed, all signs point to the fact that, "through force of circumstances, the war which has made Europe poor has made the United States vastly richer." In detail:

> "Our market's repurchase of two to three billion dollars' worth of our own securities from foreign holders, in the early years of the war, accompanied and followed by a merchandise export trade, in the four years beginning with 1915, $14,000,000,000 greater than in the four preceding years, is one measure of the situation. Our Government's $9,000,000,000 advances to its allies is another. All indications of the present moment, whether bearing on Europe's needs and America's resources or on the actual financial and commercial movements of the day, go to show that the relative position must in the nature of things continue.
>
> "The form which our future economic assistance will take is likely to be twofold. The exports of food and material, which are at present larger in volume even than in war-time, will have to be financed through the placing of European securities in the American market, and we shall probably be called on to participate in the credits whereby Europe will provide for reorganizing its currencies and eventually refunding its public debts. What will be this country's share in financing the huge operations involved in Germany's payment of her indemnity is a problem by

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With resources of $440,000,000 and over, these Banks are able to participate in large undertakings important to the United States and every part thereof and important to other countries of the League of Nations.

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Commercial Banking, Foreign and Domestic
Financing Industries, Municipalities, Railroads, Public Utilities
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MANY people can *make* money. Not so many can save it. And still fewer know how to invest safely and profitably. The business of buying and selling securities, like trading in any commodity, is a highly specialized undertaking—and requires years of experience, knowledge of laws, customs and market conditions.

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If you desire a greater degree of safety than usual and a fair interest return, with entire freedom from the Federal Income Tax, we would direct your investment in national and municipal securities. The payment of both is based on some form of taxation. *Do you pay taxes?* Then you contribute to the payment of your national, state and city indebtedness. Does the community in which you live pay its interest-bearing debts? Practically all do. The credit of any community can be maintained only through prompt payment of its obligations. These are two simple proposals demonstrating the value of municipal bonds.

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Not one cent of loss to investors on more than $3,000,000 in loans placed.

Mortgages in amounts to suit you, for terms of varying length. They **net** you 7% and the security is absolutely choice with land values constantly increasing. Full information on request.

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itself. All this will be a chapter of high importance in the world's economic history, and it is a reassuring fact that our own markets are to-day giving evidence of the strength and power which the task will call for. Since the necessities of Europe are urgent, we are likely to have the first part of this great program laid before our banking and investing community as soon as peace is signed."

GROWTH OF THE NATIONAL BANKING SYSTEM

Reports from Washington are that the national banking system has been showing a steady growth and with this growth there has been an increasing immunity from failures. During the past sixteen months the number of applications received for charters for new national banks, plus the applications approved for increases of capital of existing banks, was 645. During the same period there were only two failures, both of which were small, among nearly 8,000 national banks. This is regarded as the best showing as to immunity from failures which has been recorded in fifty years—or since 1870.

It is believed by Government officers in Washington that nothing could demonstrate more strongly the foundation upon which our banking and currency structure now stands and the improved manner in which the national banks are being operated than this record made in the past sixteen months—embracing ten months of the stress and trial of war and six months of the dislocation and strain of reconstruction. Official reports show "more national banks in operation, with larger capital and surplus and greater resources, making bigger dividends, and with a more striking immunity from failure than ever before in our history." It is believed that a knowledge of these facts "must necessarily give inspiration and fresh courage to all business men, for our economic history shows that every commercial panic and business prostration in the past has been precipitated by financial disorders and banking crises. From the office of the Controller of the Currency it was stated in May: "Assured of healthy banking conditions, and an abundance of money and credit to meet all natural and legitimate requirements, the commercial, agricultural, and industrial enterprises throughout our entire country can proceed with their plans for the present and the future with unexampled confidence and resolution." Following are figures given out to emphasize the increasing safety from failure, and steady growth of the National Banking System.

"In the four months ending April 30, 1919, there was only one national bank failure in the entire country—a small bank with $25,000 capital. During the three months ending March 31, 1919 (April returns not received), there were twenty-four (24) failures of banking institutions under State supervision, including banks and trust companies—an average of approximately two a week.

"For the sixteen months' period from January 1, 1918, to May 1, 1919, there have been only two national bank failures in the entire country—an average of one each eight months. In the fifteen months' period from January 1, 1918, to April 1, 1919 (April reports not yet in), the returns indicate failures of between fifty (50) and sixty (60) State banks and trust companies under State supervision.

"During the four months ending April 30, 1919, 131 applications were received for charters for new national banks, and 113 applications for increases in capital of existing national banks were approved!—making a total of 244 applications for new

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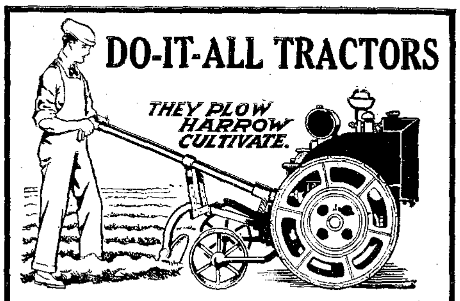

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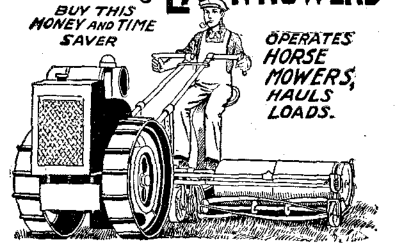

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charters, and for increases of capital approved.

"In this period, sixty-one charters were granted for new national banks; three requests for charters were refused, and 191 applications for new charters are now pending, including forty (40) requests from State banks which seek permission to convert into national banks.

"There were more than seven times as many applications for new charters and approved applications for increases of capital in this period as there were voluntary liquidations (exclusive of those consolidating with other national banks), 244 such applications against a total of thirty-three voluntary liquidations."

MR. HOOVER'S FOOD-EXPORT PLANS

By the middle of May Mr. Hoover had completed his plans for exports of food to Europe, by which shipments as late as August 1 will be made. Some 6,000,000 tons more will be sent over in the period that remains. Mr. Hoover believes there is now no danger of famine, unless the needs of various countries have been officially underestimated. Mr. Hoover expects to close his Paris office about July 1. Arrangements are under way to comply with the following program: To the liberated areas (including Belgium, Finland, Armenia, Servia, Cecho-Slovakia, and Poland), 3,500,000 tons; to neutrals (including Switzerland, Holland, Denmark) and Germany, Austria, and Bulgaria, 2,500,000 tons. The program as completed has called for a total of 29,000,000 tons, of which the Allies have now received nearly all of their share, which was 20,000,000 tons. German shipments will maintain an average of 370,000 tons a month until the harvest. Other items relating to this subject were given recently in the New York *Times:*

"The proportions of this program borne by food-producing countries was stated by Vernon Kellogg, Mr. Hoover's aid, who has just come from Germany, to be 20,000,000 tons from North America, 8,000,000 tons from South America, 4,000,000 tons from Australia, and 3,000,000 tons from the Far East. This estimate means a total of 35,000,000 tons. Supplies of food now are available and may be drawn upon should the situation become exceptional and so warrant. It shows, Dr. Kellogg said, that there is no fear that the completion of the program will work any hardship upon the countries providing the relief. Credits extended by the Treasury Department up to April, which have already been spent for relief supplies, are as follows: Czecho-Slovakia, $27,000,000; Roumania, $15,000,000, and Servia, $15,000,000. The amounts of foodstuffs which have been delivered through these advances, now announced, are:

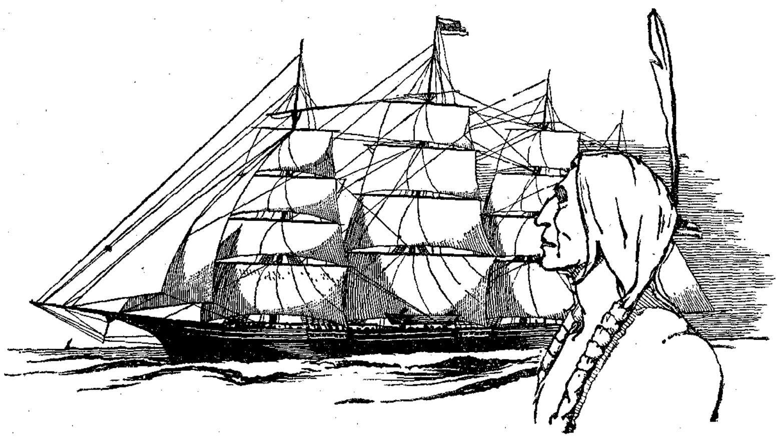
Czecho-Slovakia—Flour, 73,408 tons; pork products, 9,319 tons; condensed milk, 2,645 tons; rye, 32,229 tons; cocoa, 100 tons.

"Roumania—Flour, 62,402 tons; pork products, 2,959 tons; condensed milk, 960 tons.

"Servia—Flour, 39,594 tons; pork products, 6,675 tons; condensed milk, 1,558 tons.

"The forty-four ships now being loaded at Boston, Baltimore, Philadelphia, and at this port will not complete the European shipments. It is expected that the last cargo-load will dock at Rotterdam or some other port for interior Europe just before August 1. As fast as the ships complete their tours they will be released and returned to their owners.

"The last purchases of flour, rye, and cereal flours will be made from American mills not later than June 10, it was stated, owing to the previous heavy grain shipments and the gradual passing of the necessity for these products. The purchases



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of pork closed about March 1, the supplies to Europe in this product having been sent from other relief sources. The shipments of milk have been heavy since the armistice to Germany, and other countries will continue to be supplied.

"The Shipping Board, in this period, has placed at the disposal of the administration for relief 327 cargo ships of small and large tonnage. In April 151 ships, with a total of 950,000 dead-weight tons, made rush trips to Europe, many of the vessels being those of the Emergency Fleet The month-to-month schedule of shipments under the various programs for relief has been as follows:

"To Falmouth or Copenhagen (for orders), February, 15 ships, cargo tonnage, 94,198; March, 26 ships, cargo, 143,458 tons; April, 35 ships, cargo, 193,575 tons, May 1 to May 15, 22 ships, cargo, 119,937 tons.

"To Gibraltar (for orders), February, 3 ships, cargo, 18,393 tons; March, 11 ships, cargo, 61,313 tons; April, 18 ships, cargo, 95,669 tons; May 1 to May 15, 2 ships, cargo, 10,430 tons.

"In addition a special flour program was carried out by the Grain Corporation, providing for four ships with cargoes of 27,780 tons, to Gibraltar. For account of the French Government, 5 ships with 22,000 tons of packing-house products were shipped under special orders."

"GERMANY'S VITAL POINT"

Under the above heading, the New York *Journal of Commerce* has recently said that Germans, without distinction of party, probably agree with Herr Erzberger in thinking that "the worst of the peace conditions are those concerning Silesia, Posen, and West Prussia, and in regard to the Sarre Valley." When victory appeared to be within German grasp the world was kept fully informed as to the vital importance which industrial Germany attached to possession of the coal and iron for which possession of these districts stands, but in German plans for a peace satisfying to herself it was not intended that even these "should continue to represent all the mineral resources of the Empire." In 1871 it had been the purpose of the Treaty of Frankfort to transfer from French owners to Germany the entire iron ore deposits of Lorraine. Failure to get them was due to the fact that "the geologists whom Bismarck consulted at the time when the frontier was delimited made a mistake."

Only ten years after the treaty was the discovery made that the larger portion of the ore deposits of the plateau of Briey had been left to France, "tho Bismarck imagined that the bulk of the iron ore had been obtained by Germany." In 1917 and 1918, therefore, when victory for Germany seemed almost in sight, there was "the complacent reflection that the opportunity had come to rectify that serious error, since, happily, Germany had seized the French ore district at the beginning of the war and continued to hold it firmly in her grasp until the end." Thus in the petition of the six greatest associations of German business men presented to the Imperial Chancellor on May 20, 1915, it was stated that by acquiring the line of the Meuse and the French coast of the Channel Germany "would obtain not only the ore deposits of Briey, but also the coal districts of the Département du Nord and of the Département de Pas-de-Calais." The writer says further on this interesting subject:

"It was explained that these demands, which might seem to be dictated by purely economic motives, must be considered from a larger point of view. They sprang from the necessity of increasing Germany's national and military power

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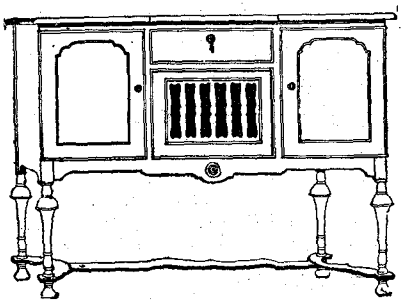

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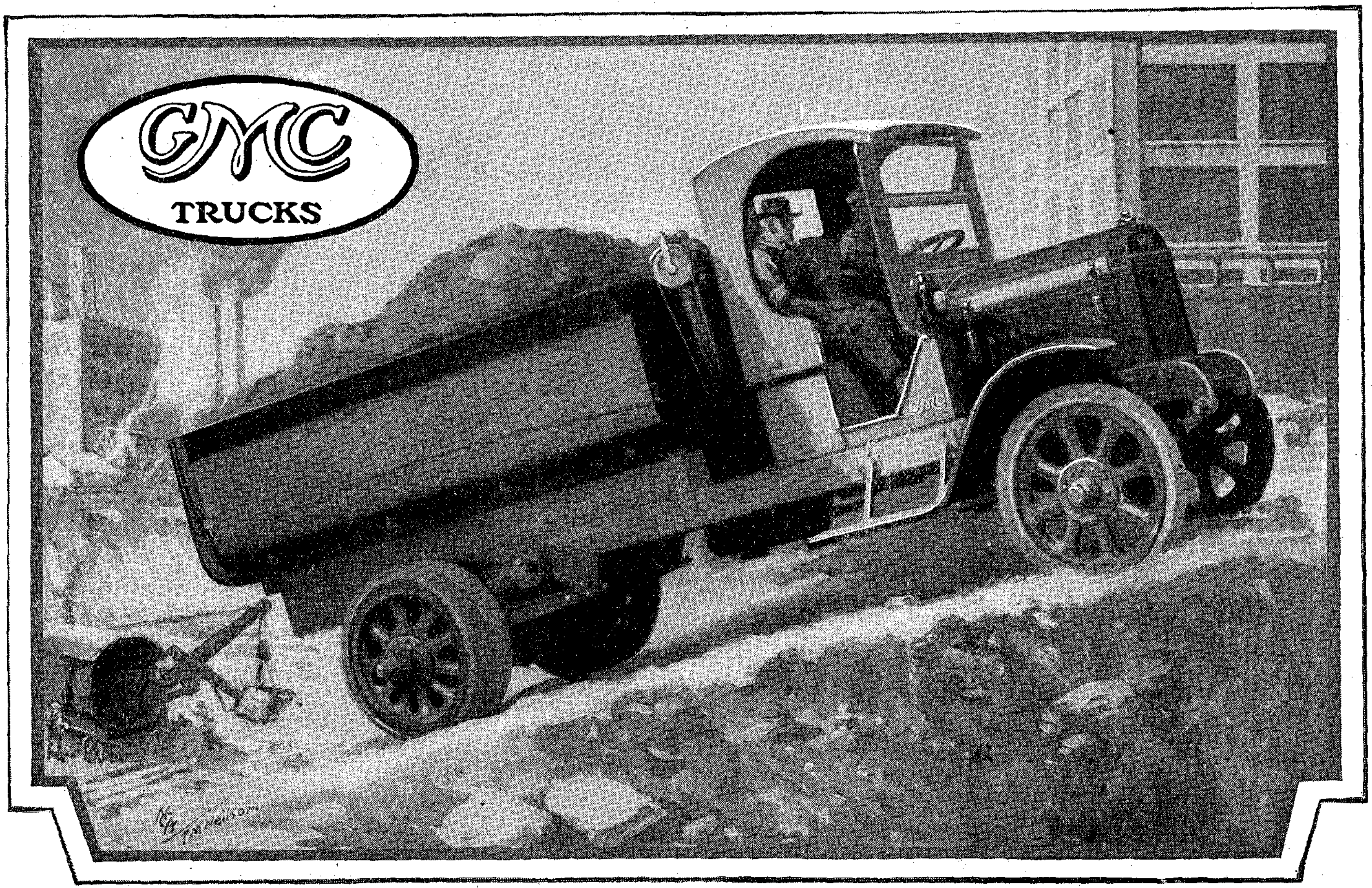

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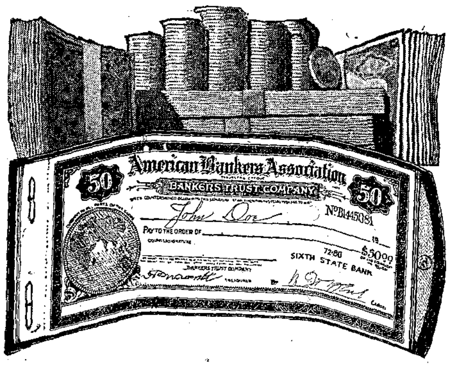

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to the utmost, and must therefore be considered as measures of military necessity. That necessity had been illustrated by the fact that if the German production of iron and steel had not been doubled in the first year of the war, it would have been impossible to continue the struggle.

"The raw material supplied by the ore of the Lorraine mines supplied from 68 to 80 per cent. of the entire demand for the manufacture of German shells, and if the production of this ore were interrupted it was pointed out that the war would be as good as lost. In fact, all through the carefully prepared statement of these industrialists runs the note of ruthless warfare, economic no less than military. It was frankly stated that nothing but the economic and military weakening of the adversaries of Germany could obtain for her people the peace they desired. Territorial annexations, such as those of the mineral and coal regions, would not merely extend German industrial power, but would supply the very foundation for her military superiority in the future. To quote the closing passage of the memorial of 1915:

"'In summing up we would say that the war-aims indicated will secure permanently Germany's national economy, and at the same time guarantee her military strength and her political independence and power.'

"The salient passages of this document were taken up and echoed by the German press as the voice of the captains of industry and the authoritative expression of the business policy of the future. In making his doleful summary of the plight to which the peace terms would reduce Germany in relation to her coal-supply, Herr Erzberger notes that 60,000,000 tons is the annual output of Upper Silesia. That is a fact whose significance has been as constantly present to the minds of the industrial magnates of Germany as the necessity for rounding off the German coal and iron supply by the retention of the Briey basin. Both before and during the war Upper Silesia had for the great German industrialists a predominant military importance, and there was a fixt determination that in any reconstruction of the kingdom of Poland the control over these coal-fields should not be loosened, for these among other reasons: The coal-seams of Upper Silesia run continuously into Polish territory and there are iron deposits on the line of the frontier, which for military reasons it was held to be necessary to include in German territory.

"One interesting phase of Germany's possession of an enormous wealth of coal was brought out in the industrial memorial of 1915 by the statement that the most important explosives are derived from coal, their constituents being obtained during the coking process. In addition, coal is important for the production of ammonia, and this same Silesian coal was the source of the German supply of benzol, the only product by which the benzine, which was sorely lacking, could be replaced. It was also the chief source of tar which could be converted into the oil fuel indispensable for naval purposes and eminently suitable for lubricants.

"In fact, when German scientists speak of the importance of the Upper Silesian coal-seams, they are thinking mainly of the production from them of benzine and toluene, which did so much to supply the necessary high explosives for the Central Empires in the war. It has been shown that out of a total coal-production of 191,000,000 tons Germany produced 250,000 tons of benzine, while out of a production of 272,000,000 tons Great Britain extracted only 80,000 tons of benzine. A German professor has declared that Upper Silesia forms, in some sense, 'an economic basis of Germany's world-supremacy.' However that may be, it is beyond question that it furnishes an extremely valuable adjunct to the pursuit of Germany's military ambitions, and that for this very reason it is extremely desirable that the control of it should pass into other hands."

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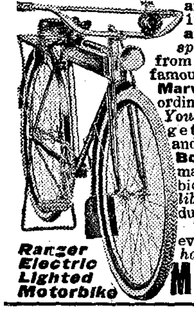
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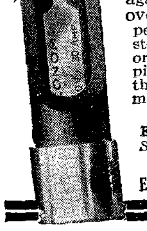

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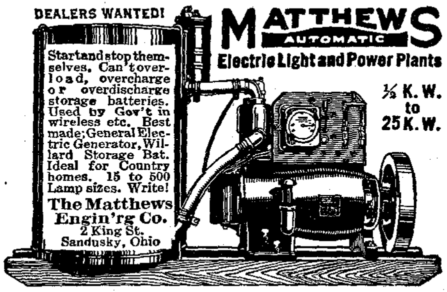

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OUR VICTORY NOTES AND OTHER LIBERTY ISSUES

It was expected that by the week of May 26 the New York Stock Exchange would have listed for trading purposes the new Victory Loan 4¾ and the tax-free 3¾ per cent. notes, interest on which did not begin to run until May 20. A considerable number of the notes had been sent to the banks and trust companies, but individuals had not received many of them, as there had been comparatively few notes paid for outright, most buyers, even wealthy people, and investment institutions having bought the notes on the basis of the government plan, in instalment payments, the last of which will be due in November, or, having paid for them in part are carrying the balance with their banks. Thus is explained the situation by a writer in *The Financial World*, who notes that there is general interest in the prospective market for the notes. Most authorities here believe that the 3¾ per cent. would sell at a slight premium to par and the 4¾ around par. A good deal would depend upon the money market and the market for the several existing Liberty bond issues. The latter have been selling around a 4¾ per cent. basis. In optimistic banking quarters it has been felt that the Liberty bonds have seen about their lowest level. A few optimists have anticipated that the 4¼s and the 4½s would at no distant day recover to par, in which event the notes would advance to a premium. The *Financial World* writer adds:

"There is another factor in the situation which will have to be taken into account in connection with the Victory notes, and that is to what extent buyers may be persuaded to part with their notes for speculative stocks. If this practise shall have become wide-spread then there will probably be a considerable volume of the notes for sale by the oil stock and other promoters who may have acquired them, as these gentry prefer the cash in order to enlarge their speculative operations while the plucking is good. The warnings of the Government and the bankers, however, have been productive of a spirit of caution among the public, which is better informed than ever before with reference to the pitfalls to be encountered. The five government loans that have been offered to the American people since the war began over two years ago resulted in subscriptions as follows:

FIRST LIBERTY LOAN

Amount asked by Government	$2,000,000,000
Amount subscribed	$3,035,220,850
Number of subscribers	4,500,000
Amount allotted	$2,000,000,000

SECOND LIBERTY LOAN

Amount asked by Government	$3,000,000,000
Amount subscribed	$4,617,532,300
Number of subscribers	9,500,000
Amount allotted	$3,808,766,150

THIRD LIBERTY LOAN

Amount asked by Government	$3,000,000,000
Amount subscribed	$4,176,516,850
Number of subscribers	18,000,000
Amount allotted	$4,176,516,850

FOURTH LIBERTY LOAN

Amount asked by Government	$6,000,000,000
Amount subscribed	$6,993,073,250
Number of subscribers	21,000,000

FIFTH VICTORY LIBERTY LOAN

Amount asked by Government	$4,500,000,000
Amount subscribed (partly estimated)	$4,620,000,000
Number of subscribers (estimated)	15,300,000

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THE LEXICOGRAPHER'S EASY CHAIR

Readers will please bear in mind that no not will be taken of anonymous communications.

"R. W. P.," Oak Park, Ill.—"Kindly let know the rule governing the use of *ei* and *ie*."

So far as the LEXICOGRAPHER is aware, th is no rule concerning the use of *ei* and *ie*, but will help a little to remember that *c* is followed *ei*, as in *receive*, and other consonants by with very few exceptions, as in *seize*, *leisu* *Weigh* and *neighbor* are easily remembered their pronunciation.

"J. C. H.," Phœnix, Ariz.—"Kindly give the meaning and derivation of the word *lascar*

The word *lascar* has several meanings. It characterized as an Anglo-Indian term a means: "(1) An East-Indian sailor manning foreign ship, especially an English ship. (2) tent-pitcher; an inferior artilleryman; sutler The word is derived from the Hindustani *lashk* through the Persian *lashkari*, soldier, and *lashk* army.

"W. V. C. F.," Los Angeles, Cal.—"Plea settle the following concerning the pronunciati of the word *lieutenant*. I have always sa *leftenant*, and my friend, who differs with me, sa that *lieutenant* is the proper enunciation of t word. Kindly tell us what you think is right."

The pronunciation *liu-ten'ant—iu* as *eu* *feud*, *e* as in *get*, *a* as in *final*—is that in use in t United States, while *lef-ten'ant—e*'s as in *get*, *a* in *final*—is common in Great Britain, altho t latter pronunciation is occasionally heard al in the United States Navy. The followi quotation is taken from the New York *Su* July 14, 1893, p. 6, col. 7: "Old-fashioned foll afloat and ashore still like to pronounce 'lieutenan *leftenant*. Some still older folks accent the fir syllable, in addition to pronouncing it 'le The pronunciation *leftenant*, accent on secon syllable, is now chiefly confined to the retired li of the Navy, though you find here and there young officer who braves ward-room ribaldry b persisting in the almost archaic pronunciation.

"E. W. V.," Russell, Kans.—"Which of th following sentences is correct—'John W. Smit and J. W. Smith *are* one and the same person or 'John W. Smith and J. W. Smith *is* one and th same person'?"

Dr. James C. Fernald has ruled: "'When two o more singular nominatives connected by *an* denote the same person or thing, they take verb in the singular; as, The husband *and* fathe *was devoted* to his family."—("English Gramma Simplified," page 208). Therefore, *is* should b used—"John W. Smith and J. W. Smith *is* on and the same person."

"B. T.," Kansas City, Mo.—"What is th preferred pronunciation of the word *scenic?*"

The word *scenic* is pronounced *sin'ik—i* as i *police*, *i* as in *habit*.

"F. F. B.," Los Angeles, Cal.—"Kindly ex plain the title of the well-known hymn '*Adest Fideles*.'"

"The Catholic Encyclopedia" (Volume I page 142) gives the following: "*Adeste Fideles*— A hymn used at Benediction at Christmastid in France and England since the close of th eighteenth century. It was sung at the Portuguese Legation in London as early as 1797. Th most popular musical setting was ascribed b Vincent Novello, organist there, to John Reading who was organist at Winchester Cathedral fro 1675–81, and later at Winchester College. Th hymn itself has been attributed to St. Bonaventure, but is not found among his works. It i probably of French or German authorship. I invites all the faithful to come to Bethlehem t worship the new-born Savior."

"J. A. M. A.," Chicago, Ill.—"Who is the author of the following quotation?

'A tale should be judicious, clear, succinct,
The language plain, and incidents well linked;
Tell not as new what everybody knows,
And, new or old, still hasten to a close.'"

The lines are from William Cowper's "Conversation," line 235.

"J. E. J.," Riverside, Wash.—"In a meeting presided over by a girl or a woman, is it correct to say 'Mr. Chairman,' in addressing the chair, or should it be 'Miss Chairman'?"

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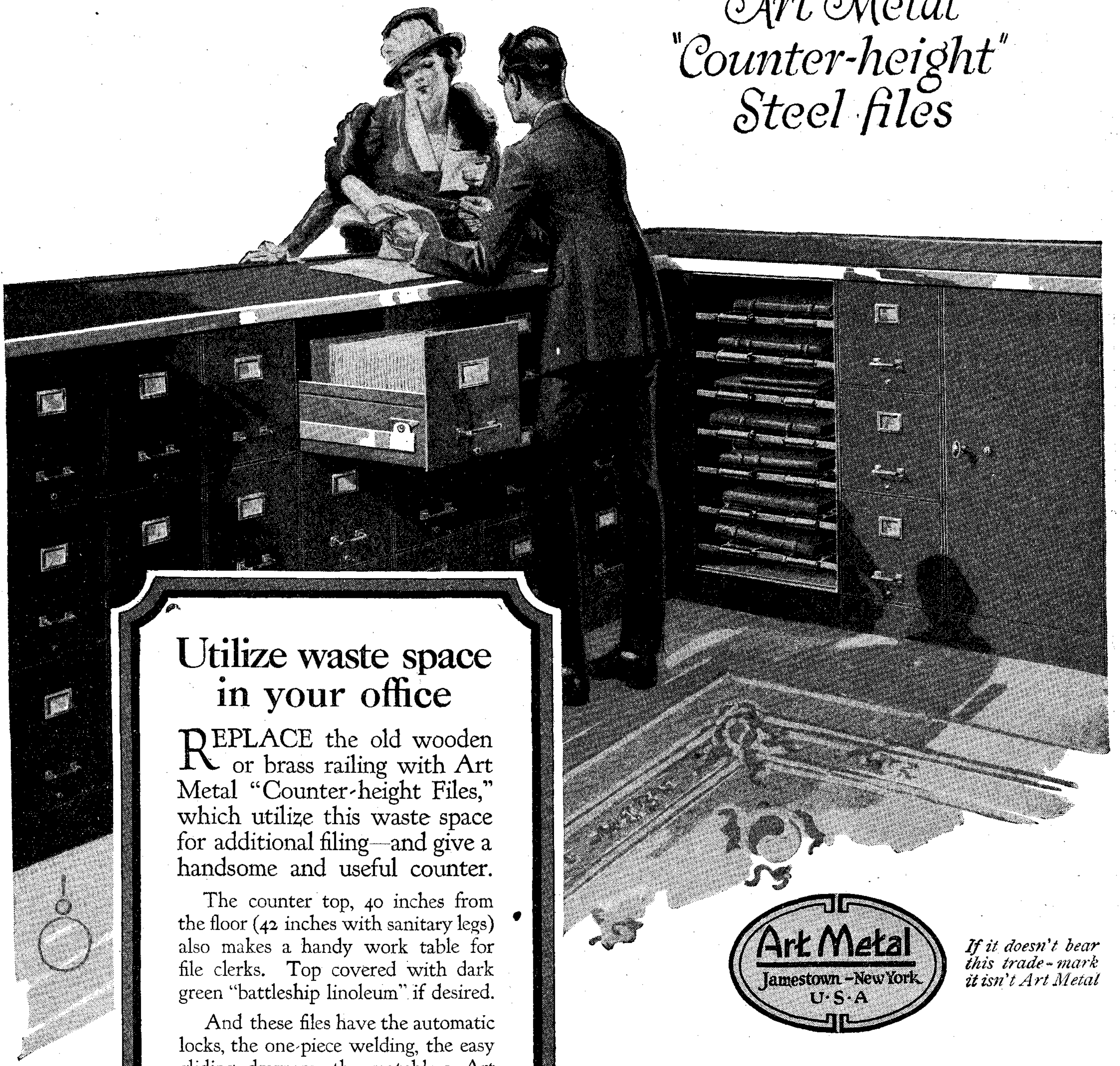

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as addressed to a woman who acts as the presiding officer of a meeting.

"J. H. K.," Berne, Ind.—"Who is the present poet laureate of England?"

Robert Bridges is the present poet laureate of England.

"J. M. A.," El Paso, Texas.—"Which is preferable, 'If it is not *practical*, don't do it,' or 'If it is not *practicable*, don't do it'?"

It all depends upon what is meant. "*Practical* should not be confounded with *practicable*. The former means 'that can be put into practise or rendered applicable for use; as, *practical* knowledge'; whereas the latter is perhaps best expressed by the synonym 'feasible.' *Practical* has a general application, being governed by actual use and experience; as, *practical* statesmanship or wisdom; *practicable*, on the contrary, is particular, and signifies the suitability of the particular thing named to the desired end. Thus one may know a *practical* man but not a *practicable* one."—Vizetelly's "A Desk-Book of Errors in English," s.v.

"H. J. C.," Boston, Mass.—"Please advise on the following: Which is preferable or correct in a written brief to the Examiner of Interferences, Patent Office, 'Your Honor has before *you*,' or 'Your Honor has before *him*'?"

The second is correct, but usage has looked with such favor on the first that it may be said to be permissible.

"J. S.," Indianapolis, Ind.—"What is a *Hoosier?* If a person is born in another State or country but is at present an inhabitant of Indiana, can he not be correctly called a *Hoosier?*"

A Hoosier is *a native or inhabitant* of the State of Indiana. The origin of the name is unknown. Therefore, if a person is born in one State and moves to Indiana, and is a resident there, he may be correctly called a *Hoosier*.

"E. S.," Waco, Texas.—"Can *slow* be used as an adverb? We have had an argument about the signs that are posted on our school grounds—'Pubic School. Drive *slow*.' Is *slow* correct in this?"

The LEXICOGRAPHER has seen "drive *slow*" used where there was no room for "slowly," and assumes that because *slow* and *slowly* are both adverbs, the idea was that one was as good as the other. Best usage, however, calls for "Drive *slowly*" and restricts *slow* to poetical usage and colloquial speech, as of *Becky Sharp* in Thackeray's "Vanity Fair"—"We drove very *slow* for the last two stages of the road."

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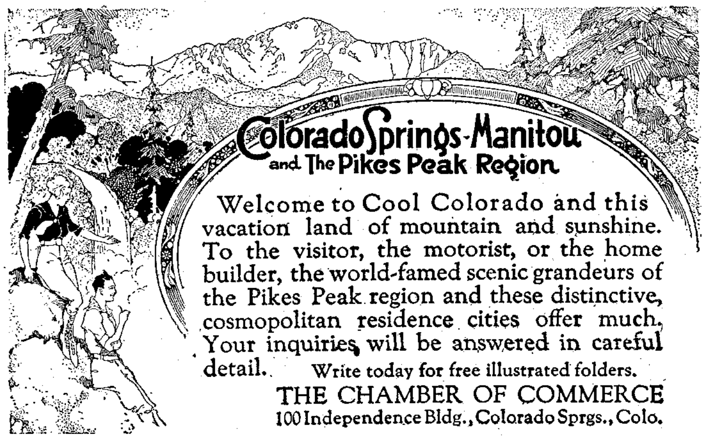

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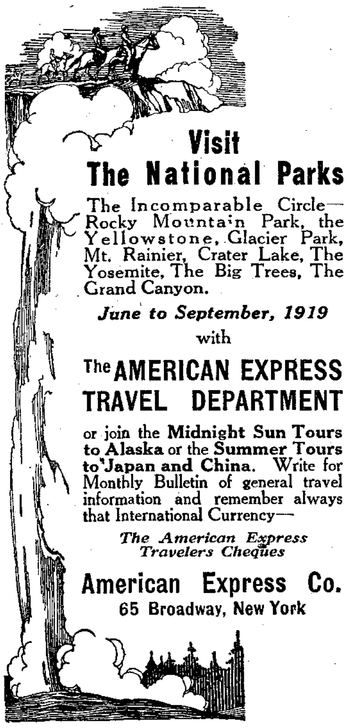

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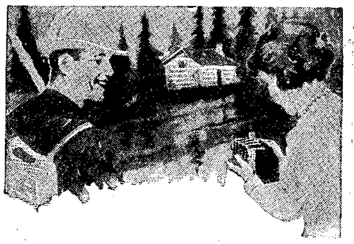

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